



Ministry
of Defence

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26 April 2023

ACP-2021-048
Airspace Change Account Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

ACP-2020-048, Approval Conditions CAP2362

References:

1. TDA EG D597 Activation Requests 2023 – email 14 Nov 22
2. TDA EG D597 Activation Requests 2023 – email 30 Jan 23
3. TDA EG D597 Activation Requests 2023 – email 3 Mar 23
4. TDA EG D597 Activation Requests 2023 – email 31 Mar 23
5. Cobra Warrior Participants Meeting, MS Teams – 3 Mar 23
6. 20230313 - TDA597 activations CW23-1 – email 13 Feb 23
7. [EG Sup 2023 005 en.pdf \(ead-it.com\)](#)

In accordance with CAP2362 the Change Sponsor is required to monitor any feedback or observations during the activations of TDA EGD597.

Stakeholder Engagement Summary

This section summarises the engagement activity undertaken during the March 2023 activations of TDA EGD597. A framework was provided to Stakeholders as per the below:

- **Safety**, did the airspace itself cause any safety issues or raise any safety concerns?
- **Operational Impacts**, what effect did the activation of the airspace have on your operation?
- **Airspace Management**, how well did the notification, activation and management of the airspace work?
- **Air Traffic Management**, did the handling of military exercise traffic and or civil traffic in and around the TDA cause any issues?
- **Environment and Noise**, did the activation of TDA597 cause any environmental or noise concerns?

Prior to the proposed activation period in March 23 the Sponsor wrote to all identified Stakeholders as per references 1, 2, 3 and 4. Reference 3 requested any feedback/observations during the activation periods, with an associated template provided – the deadline for any feedback was set as 6 Apr 23 (allowing 2 weeks post exercise for any responses)(this deadline was subsequently extended at the request of a Stakeholder).

Reference 4 is evidence of the MS Teams, 'Cobra Warrior Participants Meeting' held on 3 Mar 23 immediately prior to the first March 2023 activations. During the **CRC and Airspace** briefing the requirement to avoid Controlled Airspace was reiterated to participants who plan to use TDA EG D597 on at least 4 separate occasions. The necessity to establish 2-way communications with Newcastle ATC was mandated for those rotary participants that were required to enter the Newcastle Control Zone as per the exercise brief/scenario.

Reference 5 provides email evidence of the Standard Operating Procedures for 19/20 Sqn (RAF Boulmer) to conduct daily briefs with Newcastle International Airport prior to the activation of TDA597.

Reference 6 email from 78 Sqn OC 2 Operations and Assurance to Swanwick Controlling staff providing a reminder of the Letter of Agreement for TDA597. Detail discusses requirement for service provision from EGNT/NV to Copenhagen Boundary (in/outbound) as per Letter of Agreement dated 18 July 2022.

Reference ID	Stakeholder	Feedback	Sponsor Response	Action
1	Borders Gliding Club	<p>Safety - did the airspace itself cause any safety issues or raise any safety concerns?</p> <p>No</p> <p>Operational Impacts - What effect did the activation of the airspace have on your operation?</p> <p>Gliding operations from Milfield were limited to FL80 and below during the hours when TDA597 was active. This was only an issue on 10 and 24 Mar 23 as the Gliding Club was not operating on the other dates.</p> <p>Airspace Management - how well did the notification, activation, and management of the airspace work?</p> <p>Very well.</p> <p>Air Traffic Management - did the handling of military Ex traffic and/or civil traffic in and around TDA EG597 cause any issues?</p> <p>No, but a reminder that military traffic should avoid Milfield airfield by a minimum of 5 nms when the airfield is active.</p> <p>Environment and Noise - did the activation of TDA EG597 cause any environmental or noise concerns?</p> <p>No</p> <p>Any other observations about TDA EG597?</p> <p>No but, as stated previously, mutual co-operation and co-ordination is essential to avoid future confliction and disruption.</p>	<p>N/A</p> <p>No further action from Sponsor, dates communicated to Stakeholder well in advance and limitations during this period acknowledged by the Stakeholder.</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Sponsor confirmed (12 April 23) that this was general feedback and not exercise related.</p> <p>N/A</p> <p>Sponsor to ensure that the established comms channel is maintained</p>
2	Newcastle International Airport	<p>Safety - did the airspace itself cause any safety issues or raise any safety concerns? Yes, the additional flights from Draken in support of the Ex created pressure on the NCL ATCOs to</p>	<p>Sponsor asked whether MORs were filed – answer from Newcastle 'no MOR filed as no breach of regulations. LoA states fuel to facilitate not transiting of Newcastle CTR – Draken unaware of this.'</p>	<p>Sponsor wrote to Draken on 5 April 2023 requesting Draken remain with 19/20/78 Sqn and recommended that Draken do</p>

		<p><i>provide crossing services in confliction with GAT. On one occasion this led to protracted on frequency conversations that were not conducive to safety.</i></p> <p>Operational Impacts - What effect did the activation of the airspace have on your operation? Yes, the additional activity associated with the Ex that the TDA was used for led to a large increase in aviation activity around the NCL CTR and even within it. The refuelling point at Albermarle Barracks caused significant impact as this was entirely uncoordinated and sits wholly within controlled airspace. Comms were poor no LoA requested</p> <p>Airspace Management - how well did the notification, activation, and management of the airspace work? No issues</p> <p>Air Traffic Management - did the handling of military Ex traffic and/or civil traffic in and around TDA EG597 cause any issues? Yes, see above points</p> <p>Environment and Noise - did the activation of TDA EG597 cause any environmental or noise concerns? No yet although complaints can sometimes come in a number of weeks after the event as some local residents collate them and address regularly</p> <p>Any other observations about TDA EG597? Yes, the lack of 78 Sqn support to the Pennine radar task and refusal to accept almost any ERKIT traffic while the CUTEL routes were not available during activities adds additional workload and strain on the UK route network. 78 Sqn should be more pro-active and accept these aircraft as well as TOWTE tracks as it's</p>	<p><i>Newcastle asked whether there were any tangible delays/cancellations – answer from Newcastle was 'no' and that airlines and ATM network work around these issues.</i></p> <p><i>Newcastle asked whether any prior warning was received regarding use of Albermarle Barracks – answer from Newcastle was that Barracks not an ideal place for refuelling and indicates that exercise planners have little regard for commercial traffic</i></p> <p>N/A</p> <p>N/A</p> <p>Understood – awaiting info of any subsequent complaints</p> <p>Workforce pressures at Swanwick require all available controlling personnel to focus on exercise traffic and requirements of Letter of Agreement (which priorities Copenhagen Boundary traffic into Newcastle/Teesside). It is understood that Pennine Radar task may therefore not be available during exercise periods. CAA Tech Reg ruled 15 Jun 22 that lack of this service exists outside of scope of this ACP</p>	<p><i>not call Newcastle for a crossing service.</i></p> <p><i>Sponsor wrote to 27Sqn (Chinook) on 6 April. 27 Sqn advised that contact with Newcastle was established prior to first use of Albermarle, permission to enter CTR was obtained, and Chinook operated in accordance with clearance issued. No indication from Newcastle during exercise that rotary operations caused any issue. RAFRLO has agreed to engage with Newcastle International (14 April 2023)</i></p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Swanwick provided Derogated Radar Services to 3 Newcastle Commercial movements during March 23 activations. Swanwick provided a ATS to 1 Newcastle Commercial movement in accordance with the Letter of Agreement (routing via the</p>
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		<i>the same aircraft with slightly varying routes but not much to a Mil Area ATCO – no workload additions. This lack of support or engagement will lead NCL to lodging a more significant objection to TDA 597 ACP should it not be addressed</i>		<i>Copenhagen boundary).</i>
3	Edinburgh Airport	No concerns with activation of TDA EGD597	N/A	N/A
4	Military Airspace Management Cell	<p><i>Ex Cobra Warrior activity was cancelled for the day but there was a request to keep the airspace for exercise assets to fly for training that was in 'support of the exercise'</i></p> <p><i>This led to discussion amongst the Civil and Military Airspace Managers as to whether the use of the airspace was going to be in line with the ACP for TDA597</i></p> <p><i>The 323's would be the DA that would most likely have been requested for use instead, but this area cannot be activated at D-0</i></p> <p><i>It was agreed that TDA597 should be kept active for this use. To hand it back would leave no segregated airspace available for mil use for the remainder of the day and the activity could still be classed Ex Cobra Warrior (basically just a change to the planned activity)</i></p>	<p><i>Note – poor weather (snow in the vicinity of most East of England airfields). Whilst it would have been unsafe for the entire Large Force Exercise to launch, certain exercise supporting elements were still able to depart and achieve exercise objectives</i></p> <p><i>There was no doubt that this was Ex Cobra Warrior traffic</i></p>	<i>Sponsor to investigate whether the Letter of Agreement needs to define 'Ex supporting traffic' endorsed by 92 Sqn.</i>
5	NATS - NERL	<p><i>Notification and activation were fine and management of the airspace worked as expected.</i></p> <p><i>There were no issues from an ASM perspective.</i></p> <p><i>Safety: one report was filed on 16/3/23 – CHAOS 11 left TDA597 Southbound and was descended into conflict with ICE521.</i></p>	<p><i>1 report related to issued avoiding action for a pair of typhoons (16 March 2023) against a civil transit aircraft whilst outside of the TDA EG D597 – the perceived severity of this incident was described as low by the author. The Investigation/Findings/Recommendations have not yet been published; however the Sponsor would suggest that this incident could have occurred irrespective of the Danger Area in use.</i></p>	<i>Sponsor to engage with Safety Occurrence Management at Swanwick to seek recommendations from Report.</i>

Reference 1

From: Hammond, Thomas Sqn Ldr (Air-11Gp-A7 TrgEnablers1 SO2)

Sent: 14 November 2022 10:24

To:

Subject: TDA EG D597 Activation Requests 2023

Good morning all,

A condition of CAP2362 associated with the Temporary Airspace Change for TDA EG D597 mandates that I write to all Stakeholders informing them of the CAA decision to support the temporary activations.

Please find attached a summary of the forthcoming activation requests for March and Summer 2023.

Please note that the two proposed dates in July 2023 are an amendment to the initial proposal (however the overall number of activation requests are reduced).

Dates for September activations will follow at the earliest opportunity.

If you have any questions please do not hesitate to contact me.

Thank you

Tom

Squadron Leader Tom Hammond | SO2 A7 Training Enablers | HQ11 Gp | Air Command | Hurricane Block | RAF High Wycombe | Walters Ash | Bucks | HP14 4UE | Mob 07980900669 | Skype +443001583835 | Email: thomas.hammond945@mod.gov.uk

Reference 2

From: Hammond, Thomas Sqn Ldr (Air-11Gp-A7 TrgEnablers1 SO2)

Sent: 30 January 2023 13:00

Subject: FW: TDA EG D597 Activation Requests 2023

Good afternoon – just a brief reminder regarding the requested activation dates/times for TDA EG D597 during 2023.

The attached document now also contains details regarding the September 2023 activation requests – please note just 8 activations (vice the 12 that were originally proposed).

Please let me know of any comments or concerns that you may have.

Regards

Tom

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Reference 3

From: Hammond, Thomas Sqn Ldr (Air-11Gp-A7 TrgEnablers1 SO2)

Sent: 03 March 2023 13:30

Subject: 20230303 - TDA EG D597 Activation Requests 2023

Good afternoon all,

I write briefly regarding (ACP-2021-048). A condition of the temporary airspace activation is that I monitor any feedback or observations during the notified activation periods.

Please find attached a reminder of the next activation period (starting Monday 6 March 2023).

I have also included some potential framing questions for you to possibly consider.

If you have any questions please do not hesitate to contact me, *responses greatly received by 6 April 2023*.

Thanks

Tom

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Reference 4

Ex COBRA WARRIOR 23-1 ORIENTATION DAY – FRIDAY 3 MARCH 2023

FOR ALL PARTICIPANTS

All briefings will occur in the Nettleham Room (Main Briefing Room) of Station Operations at RAF Waddington. All times ZULU / LOCAL.

Time	Speaker	Subject	Attendees	Notes
0800-0830	-	Arrival and Pass Issue	All	Seated in MBR NLT 0830
0830-0840		Welcome to RAF Waddington	All	
0840-0850		ISTAR Force Welcome	All	
0850-0900		Welcome to Ex COBRA WARRIOR 23-1	All	
0900-0930		UK Air Training Rules	All	
0930-0945		Air Safety	All	
0945-1015	-	Coffee Break	All	Ex Dir supervision discussion with Unit Cdrs during coffee break
1015-1045	(19 Sqn)	UK CRC and Airspace	All	
1045-1100		Exercise Scenario	All	
1100-1200		Mission Planning Battle Rhythm & Defence Share	All	
1200-1300	-	Lunch Break	All	Lunch available from coffee shack and JR Mess
1300-1315		IT Support	All	
1315-1350		SPEAR Mission Debriefing & Val Litany	All	
1350-1410		RED Air Planning and Delivery	All	
1410-1420		RAF Typhoon Capabilities Brief	All	
1420-1430		RSAF Typhoon Capabilities Brief	All	
1430-1440	To be confirmed	USAFE F-15E Capabilities Brief	All	
1440-1450		Belgium F-16 Capabilities Brief	All	
1450-1500		Finland FA-18 Capabilities Brief	All	
1500-1520	-	Coffee Break	All	
1520-1530		India M2000I Capabilities Brief	All	
1530-1540		NATO E-3A Capabilities Brief	All	Delivered remotely from GK
1540-1550		RAF Air Mobility Capabilities Brief	All	
1550-1620		JHC Apache/Wildcat/CH47/Merlin Capabilities Brief	All	
1620-1630		JPR	All	
1630-1640		PST and SHQ concept	All	

Reference 5

From: [REDACTED]

Sent: 13 February 2023 15:12

To: Hammond, Thomas Sqn Ldr (Air-11Gp-A7 TrgEnablers1 SO2) <Thomas.Hammond945@mod.gov.uk>; [REDACTED]
[REDACTED]

Subject: RE: 20230313 - D597 activations CW23-1

Good Afternoon Sir

Affirm – NCL will be informed prior to each vul, all built into our ex SOPs when operating in TDA597.

Regards,

[REDACTED]

[REDACTED]

19 Squadron Mission: To provide persistent **air surveillance** and **Tactical Command and Control**, 24/7.

Reference 6

From: [REDACTED]

Subject: 20230213-TDA597 for Ex CW

Morning team,

With Exercise Cobra Warrior on the horizon next month could I please ask you push out a reminder to controllers regarding the 78 Sqn requirements for TDA597 (A3.3 in the LOA linked below) to work civil traffic inbound/outbound for the following route (Generally a Copenhagen Crosser):

Outbound -EGNT and NV Departures via UL975 (NATEB-TOWTE-ANMAZ-BAZNA)

Inbound -EGNT and NV Arrivals Via UL975 (BAZNA-IDDEC-TOWTE-NATEB)

[78 Sqn | Operational Documents - North 07.pdf - All Documents \(sharepoint.com\)](#)

Anything outside of this route inbound or outbound EGNT/EGNV (ie Erkit and Pennine radar tasks) is for the Sups to tactically manage but given our staffing levels and main effort being CW I would suspect this will put the traffic light system to red and be a no.

[REDACTED]

[REDACTED]

[REDACTED]