

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2016-05-0208	V1.0	22 April 2016	22 April 2016

EX RISING PANTHER 16-2

MILITARY EXERCISE

Subject to NOTAM: Yes (by Airspace Regulation)

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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Flying activity: 26 May 16	0800-1115Z
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Vertical Limits:	Allocated Mode 3A (SSR):
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SFC-FL660	1501-1527 2401-2477
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Aircraft Details:	NDS Approved:
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Up to 30 x FJ, FW (AAR, AEW, TAL and ISR) and RW assets	Yes-when required
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Event Sponsor(s):	Exercise Point of Contact:
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Wg Cdr D Donnelly JFAC SO1 Op Trg Delivery HQ Air Command RAF High Wycombe Bucks HP14 4UE Civ: 01494 495939 Mil: 95221 7087 Email: JFAC-OpTrgDelivery_SO1@mod.uk	Sqn Ldr S Coates 92(R) Sqn HQ Air Warfare Centre RAF Waddington Lincs LN5 9WA Civ: 01522 726223 Mil: 95771 6223 Email: AWC-92SqnISRPlatforms@mod.uk
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Swanwick Mil N 01489 612943 Swanwick Mil E 01489 612408 Spadeadam AWR 016977 47321 Ext 6386/6388 1ACC (Crowbar) 01522 733093 Boulmer ASACS 01522 733093 MABCC 01489 612495 LFOF 01780 416395 Swanwick Mil D&D 01489 612406 (JCA)	
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Airspace Reservations:

EG D513 EG D323 EG D510 EG D613 OTA E OTA C Air to Air Refueling Areas 5, 7, 8 UK Orbit Areas 4, 5, 13

ACN Issued by:

Squadron Leader Martin Williamson (AS3)

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SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The Directing Staff are requested to telephone the Swanwick (Mil) North or East Sup at the beginning of a flying phase in order to notify or update the sortie details including the intended area of operation. This will ensure that information is readily available to the controllers without the need for lengthy interrogation of the pilot on R/T.
2. There may be other aircraft and/or activities outside Controlled/Regulated Airspace unknown to ATC.
3. The carriage of a serviceable transponder (including Mode 'C') has been specified.
4. The pilot will be responsible for obtaining all necessary ATC clearances and for maintaining R/T contact with appropriate ATC authorities.
5. The pilot/operator will be responsible for obtaining prior clearances to enter any UK Danger Areas affected by the flight profile from the appropriate Range Control Authority unless this is specifically detailed in Section 3.
6. Other Unusual Aerial Activities (UAAs) may be notified to SARG and may take place within the airspace encompassed by this survey. The pilot/operator is to ensure that UK Daily NOTAM Nav Warnings are consulted prior to each flight.
7. All flights within Controlled Airspace are subject to the requirements of a Flight Plan in accordance with UK AIP ENR1.10. The ACN Reference should be entered into Field 18 of the Flight Plan together with any relevant 'special handling' codes.
8. Flight prioritisation and Non-Deviating Status is in accordance with the information specified on the ACN Cover. Such status may be afforded to part or all of the flight – see Section 3.
9. Availability of an ATS from Swanwick (Mil) is subject to unit capacity, priorities and limitations of radar and radio coverage. Minimum pre-flight notification as per UK AIP ENR 1.6 unless otherwise specified in Section 2 of this ACN.

PUBLICATIONS AND CHANGES

10. The activity area may lie within Controlled and Uncontrolled Airspace as well as airspace reserved for military use. Aircrew are to thoroughly familiarise themselves with UK airspace structures and procedures, in particular those laid down within the UK Aeronautical Information Publication (UK AIP), ENR 1.1 and be fully conversant with UK Flight Information Services in accordance with UK CAP 493 (MATS Pt 1).
11. The CAA VFR 1:500,000 and 1:250,000 charts and the UK AIP ENR 5 depict some, but not all aviation activity sites and amendments should also be checked. Please refer to <http://www.nats-uk.ead-it.com>
12. This ACN details specific coordination essential to the activity taking place and does not remove the need for aircraft operators to comply with national flight planning and notification procedures. Pilots and ANSPs are required to ensure that all related aviation sites are aware of this planned activity and of subsequent changes not captured within this document.
13. The Sponsor or Event Organiser should co-ordinate any changes to this ACN with SARG quoting the ACN Reference at the top of the page.

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**ACTIVITY**

14. EX RISING PANTHER (RP) is a medium scale exercise involving up to 30 military aircraft operating in mixed formations including Fast Jets, Air to Air Refuelling (AAR), Airborne Early Warning (AEW), Rotary Wing and Information Surveillance Reconnaissance (ISR) platforms. Exercise traffic will conduct air-to-air combat radar profiles (100nm+), supersonic flight, radar and communications jamming, and air combat serials.

15. Fast Jets will operate from RAF Coningsby, Leeming, Lossiemouth, Marham, Valley Durham Tees Valley, Tactical control will be provided by Boulmer ASACS, 1ACC CRC Scampton and RAF E-3D AWACS. Supplementary Air Traffic Services (ATS) and airspace coordination will be provided by Swanwick(Mil).

16. The Ex will be conducted primarily over sea, and the DCA will extend overland to utilise Spadeadam AWR and OTA E.

17. Within the Ex RP AO, participating aircraft will operate under VFR below FL195 (FL245 within an active TRA), and are to remain clear of all controlled airspace unless positively cleared to enter by an appropriate Control Authority. Aircraft may operate above FL195 (FL245 with an active TRA) outside the confines of an MDA, provided that they are in receipt of a Radar Control service.

18. Tactical rotary wing and airlift serials may take place outside of the notified AO in support of the Ex. Such activities may be notified by NOTAM issued by Airspace Regulation or LFOF where appropriate.

19. Live troop and stores parachuting may take place within designated Drop Zones (DZ). Separate NOTAMS will be issued to identify the DZs, P-hour and allocated frequencies on the request of Directing Staff. Drops will be coordinated by qualified Drop Zone Safety Officers (DZSO)

AIRSPACE BOOKING

20. **Non segregated MDA use.** If an MDA has been 'booked' for non-segregated use, other aircraft are at liberty to treat that airspace as open FIR below FL195. In such circumstances, aircrew involved in high energy or unusual manoeuvres are advised to obtain an ATS and exercise extra caution. Above FL195 (FL245 with an active TRA) exercise traffic will be required to give way to GAT.

21. **Airspace Handbacks.** If booked MDA airspace is not required, it must be handed back. Before D-1 the booking is to be cancelled through MABCC. Within 24hrs of the booked time it is to be cancelled and air space handed back to the nominated CRC.

22. **MDA Statistics.** Exercise crews will be responsible for completing a mandatory MDA Use Returns Form stating the entry and exit times to specific MDAs for statistical purposes.

23. **Air to Air Refueling Areas (AARAs).** AARAs 5, 7 and 8 may be used during the exercise and are to be booked through MABCC NLT 1830L D-1.

24. **Operational Training Area E (OTA E).** The area known as OTA E is included in the AO and comprises of class G airspace. The airspace is not segregated. Directing Staff are to be aware that whilst OTA E may be booked for exercise use, only ASACS are able to view the booking. Due to the volume of civil traffic operating within the vicinity of the area, upon 'booking' of the airspace, Directing Staff are advised to alert the Swanwick(Mil) North Sup to enable effective liaison with Eastern Airways.

25. **Low Flying Areas (LFAs).** LFAs are to be booked in advance by the individual users through LFOF.

26. **E3-D Orbit Areas.** RAF E-3D will provide surveillance and control duties for Ex RP. E-3D orbit areas 3, 4 or 5 will be used for the exercise and booked by 8 Sqn Ops prior to launch.

27. **Sentinel Ops.** To achieve the greatest tactical effect and training value, Sentinel aircraft require relative freedom to operate outside of the AO at a specified altitude. 5 Sqn Ops are to notify Swanwick(Mil) of their planned profiles at least 24hrs in advance to allow tactical negotiation to take place between Mil and Prestwick Ops Supervisors. Non Deviating Status is granted for Sentinel Ops.

SPADEADAM ELECTRONIC WARFARE (EW) SIMULATION

28. Equipment may be deployed by Spadeadam AWR to Brunton: (553127N 0014027W), or Boulmer (552449N 0013709W) to simulate EW threat. Aircraft may operate against the equipment with an ATS from Swanwick (Mil) or ASACS inside EG D513 whilst it is active.

AIRSPACE RESTRICTIONS

29. **Danger and Restricted Areas.** All such areas are to be avoided unless specific clearance has been obtained for entry from the appropriate agency.

30. **Civil Helicopter Operations.** Aircrew are reminded of the intense oil/gas related helicopter operations in the North Sea area. In particular:

- a. Exercise aircraft are to avoid the Off-Shore Safety Areas (OSAs) and Helicopter Traffic Zones (HTZ).
- b. Due regard is to be taken by exercise participants of the published Helicopter Main Routes in the North Sea.

31. **Humber Gateway Transponder Mandatory Zone (TMZ).** Aircrew are reminded that, regardless of exercise considerations, aircraft must be transponding at FL100 and below whilst transiting the Humber Gateway TMZ. Access to the Humber Gateway TMZ without serviceable transponder equipment is subject to specific approval of Humber Radar.

JAMMING CONTROL

32. Jamming may take place on designated military communications. It is expected that selected frequencies may be severely affected which could lead to loss of R/T contact. Control agencies which experience jamming of an unacceptable level should contact the Swanwick (Mil) D&D to coordinate cessation:

33. Cease-jamming calls are to be made on 243.000MHz.

SECTION 3: CHART EXTRACTS AND TABLES

EX RISING PANTHER Area of Operations

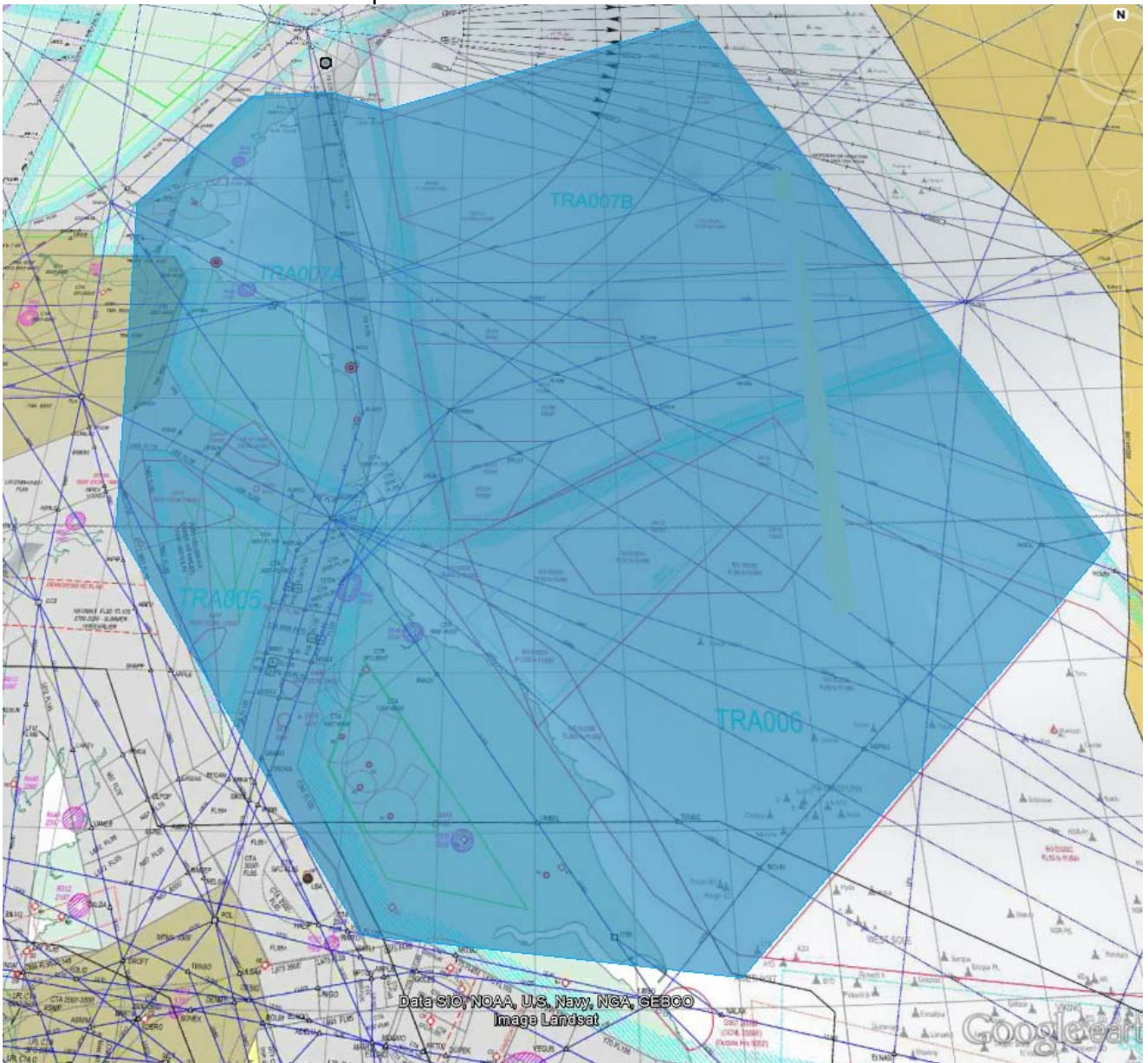


Chart extracts for Info Only – not to be used for planning purposes.