

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-09-0064	1.0	11/09/2021	06/08/2021

DYNAMIC MARINER 21 & EXERCISE JOINT WARRIOR 21-2

MILITARY EXERCISE

Subject to NOTAM: Yes (by Airspace Regulation)

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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18 th September 2021 – 30 th September 2021	H24
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Vertical Limits:	Allocated Mode 3A (SSR):
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SFC – FL660	1600 – 1677 & 1700 - 1727
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Aircraft Details:	NDS Approved:
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Various – See Section 2	Not applicable
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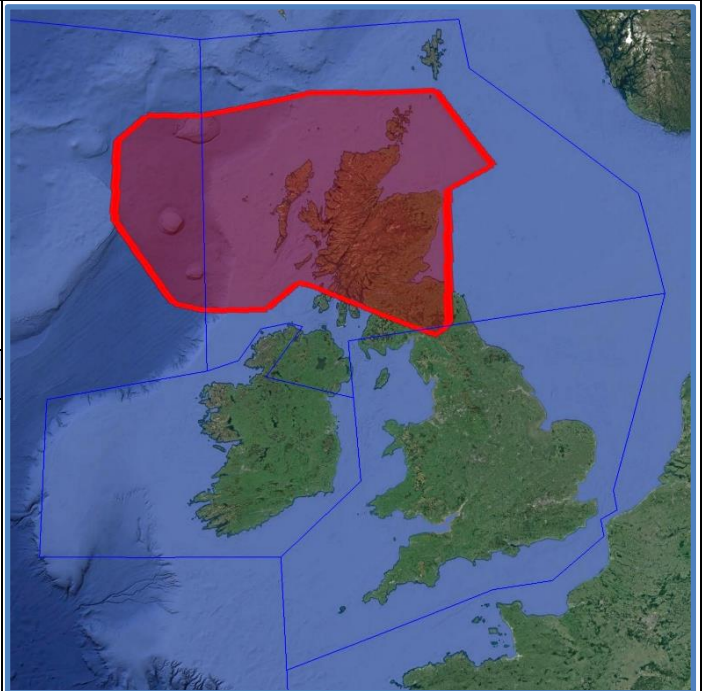
Event Sponsor(s):	Aircraft Operator(s):
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Joint Tactical Exercise Planning Staff (JTEPS)
 (Attn: JTEPS SO3 BM)
 Northwood Headquarters
 Sandy Lane
 Northwood
 Middlesex,
 HA6 3HP
 Prior to Ex start: 01923 958782 / 03001 645171
 After Ex start: 01436 674321 (Faslane) x6311

Various Military

ATS Units/ Controlling Agencies:	Geographical Limits:
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CRC Scampton (19 Sqn) - FA1	01522 731625
Prestwick ACC	01294 655300
Swanwick Mil (78 Sqn) - North	01489 612943
<i>Exercise participants: EAGLE/FALCON Safety Info will be published in Ex JW SPINS.</i>	
Aberdeen	01224 727160
Inverness	01667 464293
Leuchars	01334 848287
Lossiemouth	01343 816075
Newcastle	0191 214 8130
Spadeadam	01697 749485



Airspace Reservations:

EG D510 Complex	Spadeadam	01697 749486
EG D701 Complex	Hebrides	01870 604449
EG D703	Tain	01862 892185 x4945
EG D704	Hebrides	01870 604449
EG D712 Complex	Northern MDA	01489 612495
EG D801/2	Cape Wrath	01971 511242
EG D803	Garvie Island	01971 511242
EG D809 Complex	Moray Firth	01489 612495

Departure/Destination Aerodrome(s)	ACN Issued by:
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Various	AS3
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SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities on the cover prior to departure in order to notify or update the sortie details including area(s) of operation and planned levels (quoting the ACN Reference). A minimum of 24 hours' notice should be given unless specified in Section 2.
2. There may be other aircraft and/or activities outside Controlled/Regulated Airspace unknown to ATC.
3. The carriage and operation 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 2.
6. Other Unusual Aerial Activities (UAAs) may be notified to the CAA Safety and Airspace Regulation Group (SARG) and may take place within the airspace encompassed by this flight. 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 2.
9. Availability of an ATS from Plymouth(Mil), Swanwick Mil (78 Sqn) or Western Radar 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.
10. The CAA actively encourages the use of Moving map technology in the planning and flying phases of flights to reduce the risk of airspace infringements.

PUBLICATIONS AND CHANGES

11. 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).
12. 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>
13. 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.
14. 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.

Airspace Regulation (Utilisation) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the areas to be utilised and coordination requirements to support DYNAMIC MARINER 21 (DM21) and Exercise JOINT WARRIOR 21-2 (JW21-2). It should be read in conjunction with [AIC Y082/2021](#).

16. **OVERVIEW.** DM21 / JW21-2 is a 2-week, large scale military multinational maritime, land and air exercise. DM21 is a Maritime, Air and Land Exercise, operating across Scotland (including the Western Isles, North West Approaches, Galloway and the Borders region), North East England (including Spadeadam Electronic Warfare Training Range), and over the North Sea. The Exercise aim is to provide coordinated training for all 3 UK Armed Services as well as forces from NATO and other partner nations.

17. The Exercise will incorporate maritime, land and air operations, involving formations of aircraft in tactical packages. Up to 40 aircraft may take part simultaneously. Aircraft will operate, launch and recover from military ships and various military/civilian aerodromes in the U.K. Air-to-Air Refuelling, Maritime Patrol, Electronic Warfare (EW), Airborne Early Warning, Tactical Air Transport, Intelligence Surveillance and Reconnaissance, Fast Jet, Rotary Wing aircraft and Unmanned Aerial Vehicles will all operate in support of the Exercise. Surface to Surface, Air to Surface and Surface to Air weaponry, Air to Air tactics training, target towing, electronic warfare measures, dispensing of chaff and firing of illuminates will also take place. Aircraft will engage in high-energy combat manoeuvres and may be unable to comply with the Rules of the Air.

18. EXCON will ensure that the relevant Danger Areas, TRAs, Restricted Areas and Low Flying Areas are booked and that the relevant Operating Authorities take appropriate notifying action. In order to minimise disruption to civilian ATC, EXCON will hand back any unused relevant bookings in order that suitable NOTAM action can be taken, and the airspace made available to other users.

19. The following air system types will be participating in Ex DM21:

- a. COMBAT AIR/JAMMING:
 - i. Hawk T1, FA-20 Falcon, DA-42 Twin Star
- b. AIRBORNE COMMAND, CONTROL & SURVEILLANCE
 - i. E-3A Sentry
- c. TRANSPORT/PJE
 - i. C130J Hercules
- d. MARITIME
 - i. Atlantique, P-3C Orion, P-8A Poseidon
- e. ROTARY
 - i. AW159 Wildcat, CH-47, Merlin MK4 & MK2, NH-90, Cougar
- f. UNMANNED AERIAL VEHICLES
 - i. Sky Guardian, Banshee

20. **SSR Allocation.** SSR M3/A Codes 1600-1677 and 1700-1727 have been allocated to the exercise. The JTEPS are to request a NOTAM via AR Ops (CAA) to cover the use of these codes, at least 7 days prior to exercise start

21. **Notification.** The sponsor is required to inform CRC Scampton (19 Sqn) and Swanwick Mil (78 Sqn) of the expected flying programme, at least 24 hours in advance of each phase, so that appropriate manning can be arranged.

22. **Priority.** Whilst this exercise has specified training objectives that need to be met, outside of segregated airspace, air assets are categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attract no priority over GAT operating within the network structure.

23. **Air Traffic Service (ATS) Provision – Inside Controlled Airspace (CAS).** Access to controlled airspace (outside of segregated airspace) is subject to the prevailing traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

24. **ATS Provision – Outside CAS.** The activity area is within the coverage of the following units:

- a. Aberdeen
 - i. Within 40nm of Aberdeen 119.055 MHz
 - ii. Outside 40nm of Aberdeen 134.100 MHz
- b. Inverness 122.605 MHz
- c. Leuchars 126.500 MHz 292.350 MHz
- d. Lossiemouth 119.575 MHz 315.150 MHz
- e. Newcastle 124.380 MHz
- f. Spadeadam 128.725 MHz 282.050 MHz

25. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM.

26. **Danger Areas (DAs).** Access to any DA is subject to the requirements of the operating authority and access is not guaranteed (unless booked as part of the exercise). The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access.

27. **Promulgation of Exercise Areas and Flexible Use of Airspace.** To facilitate the flow of General Air Traffic (GAT) using the North Atlantic (NAT) Route Structure, EXCON will advise MAMC via email NLT 0800Z on D-1 which airspace (FJA, MDAs, and TRAs) will be used and whether a vertical restriction (defined as a Flight Level) may be applied to permit GAT overflight. MAMC is to brief the airspace requirements to Civil Centre Operations Supervisors. Airspace may only be booked in accordance with the requirements of the Air Tasking Order (ATO). Where a change no longer requires the use of a flight planning restriction, or an activity finishes ahead of schedule, EXCON is to ensure that the area is handed back at the earliest opportunity:

- a. At D-1, NLT 1400Z, EXCON is to inform MAMC should FJAs, D701, D712, D809, or any portion of any of these, no longer be required. All back up airspace requested by EXCON must be cancelled before 1400Z, D-1.
- b. At D-0, EXCON is to inform the L3M Cell of any airspace no longer required, either prior to, or during, activation. Once airspace has been cancelled it cannot be reactivated for the remainder of that period.

28. **Handback Procedures. JTEPS EXCON (SO3 BM) at Faslane is the only authority approved to hand back Ex JW212 airspace to appropriate agencies.** If airspace is no longer required, aircrew are to inform TAC C2 or EXCON through their appropriate operating authority, which is then to contact JTEPS SO3 BM via JTEPS EXCON (after Ex start) as detailed on page 1. JTEPS SO3 BM will then contact the L3M Cell to handback any airspace no longer required.

29. **Maritime Strike Package Pre-Note.** The Mission Commander of all Maritime Strike Packages shall pre-note their activity by contacting the Swanwick(Mil) North supervisor, via phone call, at least 1 hour prior to take off. This phone call must include, and is not limited to: package size, operating area, sortie times and ATS required.

30. **Air to Air Refuelling Area (AARA) 14.** AARA14 is located inside the boundaries of FJA South. It is requested that MAMC only allow exercise a/c to book AARA14 when FJA South is active. AARA14 would be suppressed to non-exercise a/c. If a higher priority booking of AARA14 is requested to MAMC, MAMC shall notify EXCON, ideally before D-1, so that exercise activity can be deconflicted or re-arranged.

31. **JW Fast Jet Areas (FJA).** Within the Scottish FIR/UIR, FJAs have been established as detailed below and extend from the surface to FL550 (unless capped at a lower Flight Level). When activated, intense aerial activity can be expected:

- a. FL245 – FL550. FJAs, when activated for exercise participants, will be afforded the segregated status of Special Use Airspace between FL245 and FL550.
- b. SFC - FL245. This airspace is **not segregated**, and both civilian and military non-exercise air traffic may be encountered. In particular, helicopters operating in support of the UK Offshore industry are likely to be encountered across the exercise area at FL80 and below.
- c. If a FJA is activated outside of TRA published activation times MAMC are requested to extend the corresponding TRAs to match the activation times of the FJA.

d. **FJAs**

i. JW FJA North

594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W.

ii. JW FJA South (Impacting EG D701 A-J & Y)

575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W.

iii. JW FJA South East (Impacting EG D701 E & F)

575600N 0072000W - 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 562028N 0072000W - 575600N 0072000W.

32. In order to reduce the impact of activating the entire EG D701 complex or to deconflict any concurrent non-exercise activity in certain areas of D701 against Ex DM21 / JW21-2 traffic, the South FJAs have been split into two areas: South and South East. Those sections impacted by each FJA are listed below.

33. **JW FJA Operations.** The following coordination procedures will apply to the JW FJAs:
- a. **Prestwick Centre and Swanwick Mil (78 Sqn) - North.** Both agencies have agreed to the reservation of the FJAs on EXCON's guarantee that, FL245 and above, all Ex JW21-2 activity will be entirely contained within the confines of the reserved areas. To assist in airspace planning MAMC are to send NAT Flow predictions to EXCON at D-5; with Prestwick Centre confirming NAT Flow at D-1. **For this exercise, FJA South may be activated at the same time as D701 Complex provided that only Ex JW21-2 Exercise activity is scheduled in D701. Activation of FJA North simultaneously with scheduled Exercise activity in D701 is subject to agreement between EXCON and Prestwick Centre at D-1 and will be subject to predicted NAT Flow.** Either CRC Scampton or Swanwick Mil (78 Sqn) - North will be the primary control agency within the non-segregated element of the FJAs (below FL245) and may delegate to other assets as appropriate.
 - b. **Tac C2 Agencies.** FJAs are segregated above FL245 when active. Tactical C2 units are cleared to provide air traffic services in accordance with their qualification. Tactical C2 units that are subject to communications jamming on their control frequencies may be granted approval to continue to provide control to air assets, iaw Daily SPINS and/or Unit Orders, whichever is the most restrictive.
 - c. **FJAs Emergency Access.** Prestwick Centre/ Swanwick Mil (78 Sqn) - North reserve the right to enter the FJAs with any aircraft in emergency. In such circumstances, emergency aircraft will be instructed to Squawk Mode 3/A 7500/7600/7700 and, if under the control of Prestwick Centre, the Ops Supervisor will inform the Swanwick Mil (78 Sqn) - North Supervisor of the intention to enter the area. The Swanwick Mil (78 Sqn) - North Supervisor is requested to arrange for an 'All Stations' and, if necessary 'Cease Jamming' transmissions on 243.0 MHz stating the position and intentions of the aircraft. Ex JW21-2 participants observing an Emergency squawk, or on being informed of an aircraft in emergency, in or approaching the FJA or live fire area are to remain well clear of the emergency aircraft and, if applicable, cease firing immediately.
 - d. **Aircrew/ATC Procedures Exiting FJAs/MDAs.** Prior to completion of an MDA / FJA serial, aircraft requiring a service in transit from Swanwick Mil (78 Sqn) are to pass their intentions to their Tac C2 agency at least 10 minutes prior to completion. The Tac C2 agency will pre-note the appropriate Swanwick Mil (78 Sqn) Planner with the following details: callsign, number in formation, Flight Level, and aircraft intentions. The exception to this is when aircraft are being controlled by a Maritime (ADU) platform, in this instance the aircraft is to free call Swanwick Mil (78 Sqn) prior to sortie completion and give at least 10 mins notice. **In all instances, aircraft shall remain within the confines of the operating area until under positive control from Swanwick Mil (78 Sqn) and given approval to leave.**

34. **Route Availability when FJAs are Active.** The following ATS routes and conditional routes (above FL245) will not be available, or will be restricted during activation of the named FJAs. **Aircrew are to note that Helicopter Routes are not closed and airspace below FL245 is NOT segregated,** therefore, civilian and military traffic may enter the areas. Prestwick Centre has agreed to tactically re-route or vertically restrict GAT traffic above FL 245 as required. AMC UK will define the FJA within the Integrated Flight Plan Processing System (via Network Management, EUROCONTROL) and will close these areas and the ATS Routes through them for flight planning purposes. Additionally, parts of the FJA South and Southeast airspace volumes are contained within Direct Route Airspace where no ATS routes are published. GAT traffic will be prohibited from filing direct routes through the FJAs. Prestwick Centre will publish appropriate guidance to GAT operators to allow them to plan avoidance of the active FJAs. It is therefore imperative in the interest of Flexible Use of Airspace that, in the event that a FJA is not to be utilised above FL245, that EXCON contacts MAMC (D-1) and L3M Cell (D-0) at the earliest opportunity to handback the airspace. These routes and/or Direct Route Airspace may subsequently be made available to GAT and the flight planning restrictions removed.

a. FJA North

i. Upper Air Routes (UARs)

UP60	FORTY - BAMRA - AKIVO
UP61	BAMRA - DOSUN
UN593	BAMRA - ADASI - NINEX
UN584	SUM - BAMRA
UZ107	BEREP - ADN

ii. Conditional Air Routes (CDR's)

L613	VADNO - PIPEM - SOXON - BAMRA
UL619	DENOG - AKIVO
UN583	FORTY - PIPEM - STN
UM86	FORTY - SOXON - AKIVO

b. FJA South or South East

i. UARs

UP24	ORSUM - KUVVOX
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ii. Class E Airways

Y958	BRUCE - TOBMO
L602	BRUCE - TIR

35. **High Seas Firings/Gunnery.** Missile firings and gunnery may take place on Ex DM21 located in the 2 JW High Seas Firing Areas (JW HSFA). These areas do not attract Danger Area status are **NOT SEGREGATED** and are subject to standard clear range procedures. Maritime surface to surface Gunnery not using towed aerial targets will not be subject to NOTAM action and all Maritime Gunnery is subject to Clear Range Procedures.

a. JW HSFA West.

570000N 0094000W - 570000N 0084000W - 564000N 0084000W - 564000N 0094000W - 570000N 0094000W.

b. JW HSFA North.

592000N 0060000W - 592000N 0050000W - 585000N 0050000W - 585000N 0060000W - 592000N 0060000W.

36. **Close Air Support (CAS).** CAS may take place within notified Danger Areas, Uncontrolled Airspace and Military Training Areas. All CAS areas outside of segregated airspace will be notified by NOTAM. EXCON is to endeavour to schedule all night CAS within notified Danger Areas.

37. **Para Drop, Para Resupply and Rapid Air Landing.** This activity will take place both in Uncontrolled Airspace and Military Training Areas. All activity will be notified by NOTAM.

38. **Amphibious Operations.** This activity will take place both in Uncontrolled Airspace, Military Training Areas and at sea. This will involve multiple Rotary Wing aircraft, Tactical Air Transport and Fast Jets. All activity will be notified by NOTAM.

39. **Helicopters Operating from Vessels at Sea.** This activity will take place both in Uncontrolled Airspace and Danger Areas, involving multiple helicopters. All activity outside of a Danger Area will be notified by NOTAM.

40. **MPA Procedures West of 10W.** Unless cleared by ATC, MPA are to remain below FL55 when operating West of 10W.

41. **Jamming.** Radar and communications jamming will take place in the notified exercise area, and participants should read the associated [Briefing Sheet](#) published on the AIS website. GPS Jamming will take place at Loch Ewe and Faraid Head. All GPS jamming will be notified by NOTAM. All Jamming could affect frequencies bands A-J. **Control agencies experiencing jamming of an unacceptable level are to:**

- a. Contact **EXCON Battlewatch Captain** on **01436 674321**, (Faslane) **Ext 4372** when prompted, to request cease jamming. EXCON will confirm if jamming is taking place and will contact the relevant Jamming Control Agency as required.
- b. If contact with EXCON cannot be established, assistance may be sought from:
 - i. **Swanwick Mil (78 Sqn) - North Supervisor** on **01489 612943** (GPTN 95586 Ext 2943).
 - ii. **Scampton CRC Master Controller** on **01522 730786**.
 - iii. **UK NASOC Air Surveillance Officer 01494 494813 / 4 / 5**.
- c. All emergency cease-jamming calls are to be made on GUARD frequencies and crews are to monitor these frequencies for safety messages. For other non-emergency messages, the **Jamming Safety Frequency is the Swanwick (Mil) Northwest ICF:**

i. 282.625 MHz

ii. 134.300 MHz

42. **Spadeadam (SPD) (D510 Complex) Operations.** SPD ATC has the ability to control aircraft within the published SPD AOR from surface to FL195, excluding controlled airspace. All exercise aircraft are to comply with all SPD instructions in Ex JW212 SPINS. This specifically includes the ingress and egress procedures.

UNMANNED AERIAL VEHICLES (UAVs)

43. This exercise will involve the use of Beyond Visual Line of Sight (BVLOS) remotely piloted air systems (RPAS) throughout the whole of Ex DM21. The two systems in use are:

- a. Sky Guardian
- b. Banshee

44. Banshee will operate within the D701 complex, which will be activated by NOTAM via existing procedures by QinetiQ.

45. Sky Guardian will operate in segregated airspace only (CAS or activated Danger Area)

46. The following AIC's / Briefing Note relate to Sky Guardian:

- a. [AIC Y 068/2021](#) Waddington / Lossiemouth TDAs
- b. [Briefing Sheet](#) Sky Guardian 2021 Flight Operation Areas, 20 Aug – 15 Oct 2021

SECTION 3

Area of Operation

47. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Exercise Airspace Overview

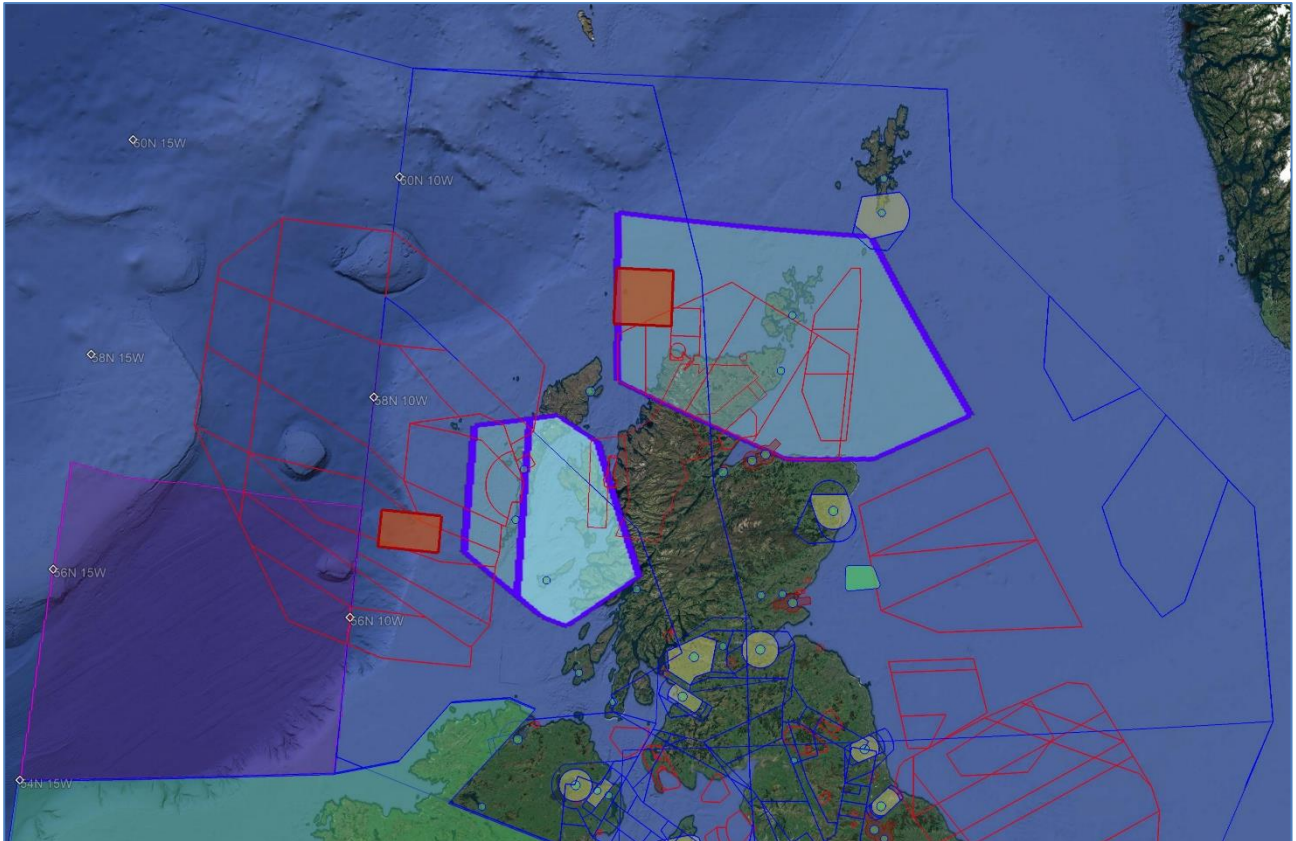


Chart 2 – Exercise Danger Areas

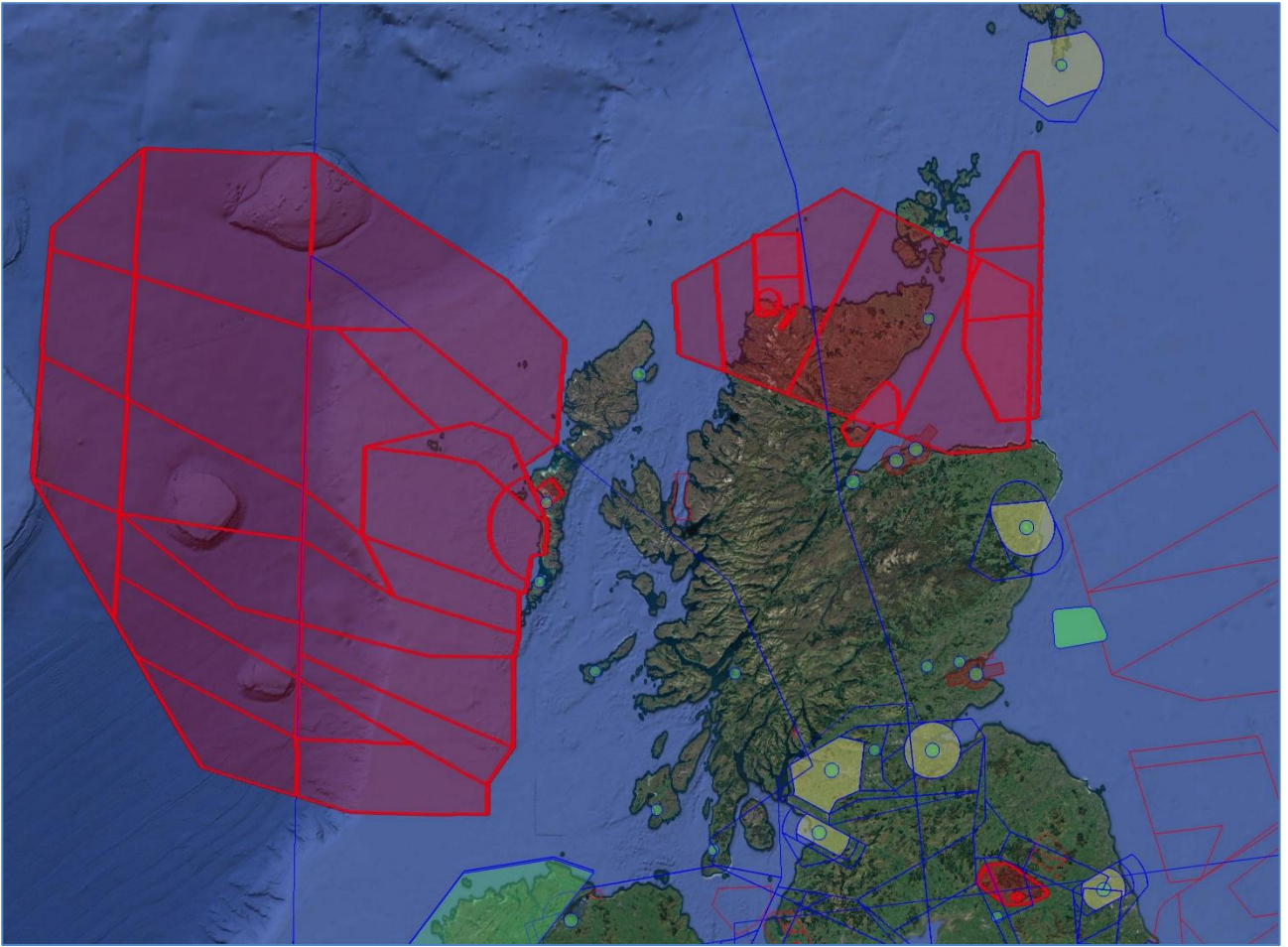


Chart 3 – FJA North

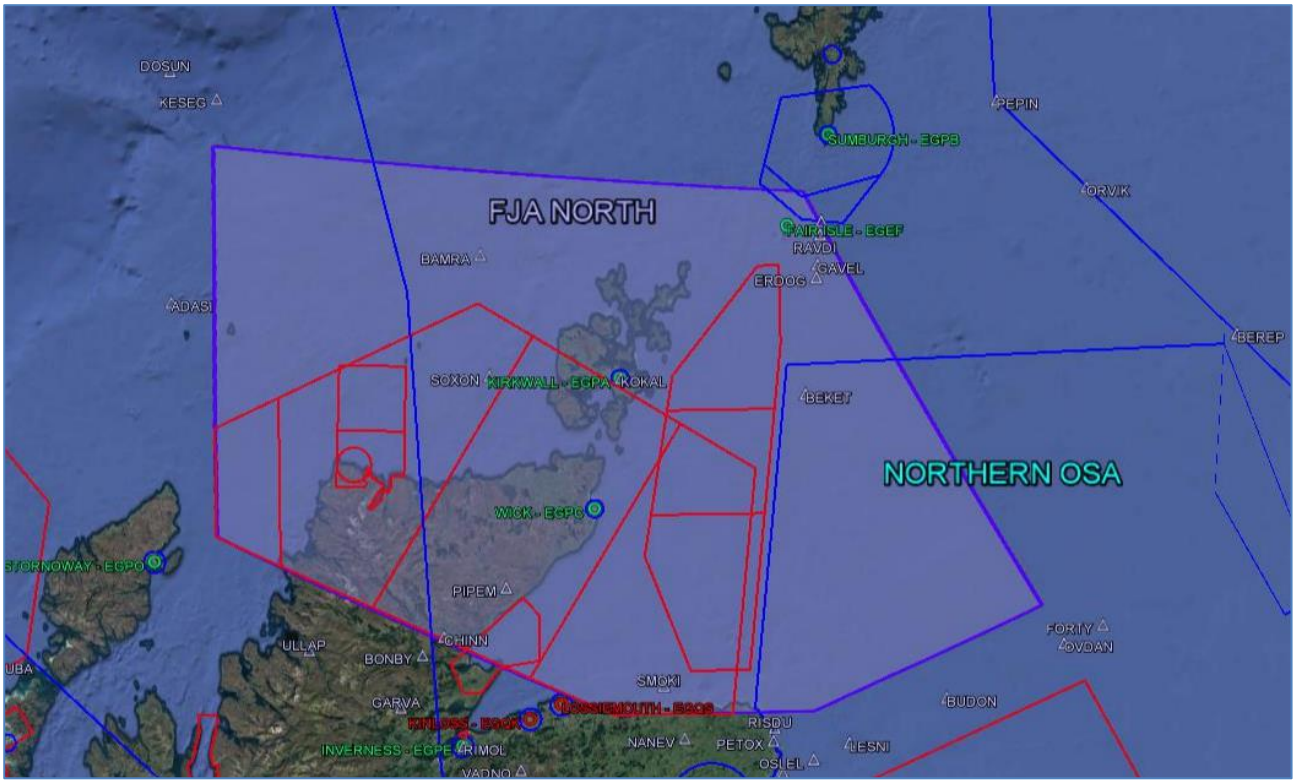


Chart 4 – FJA South

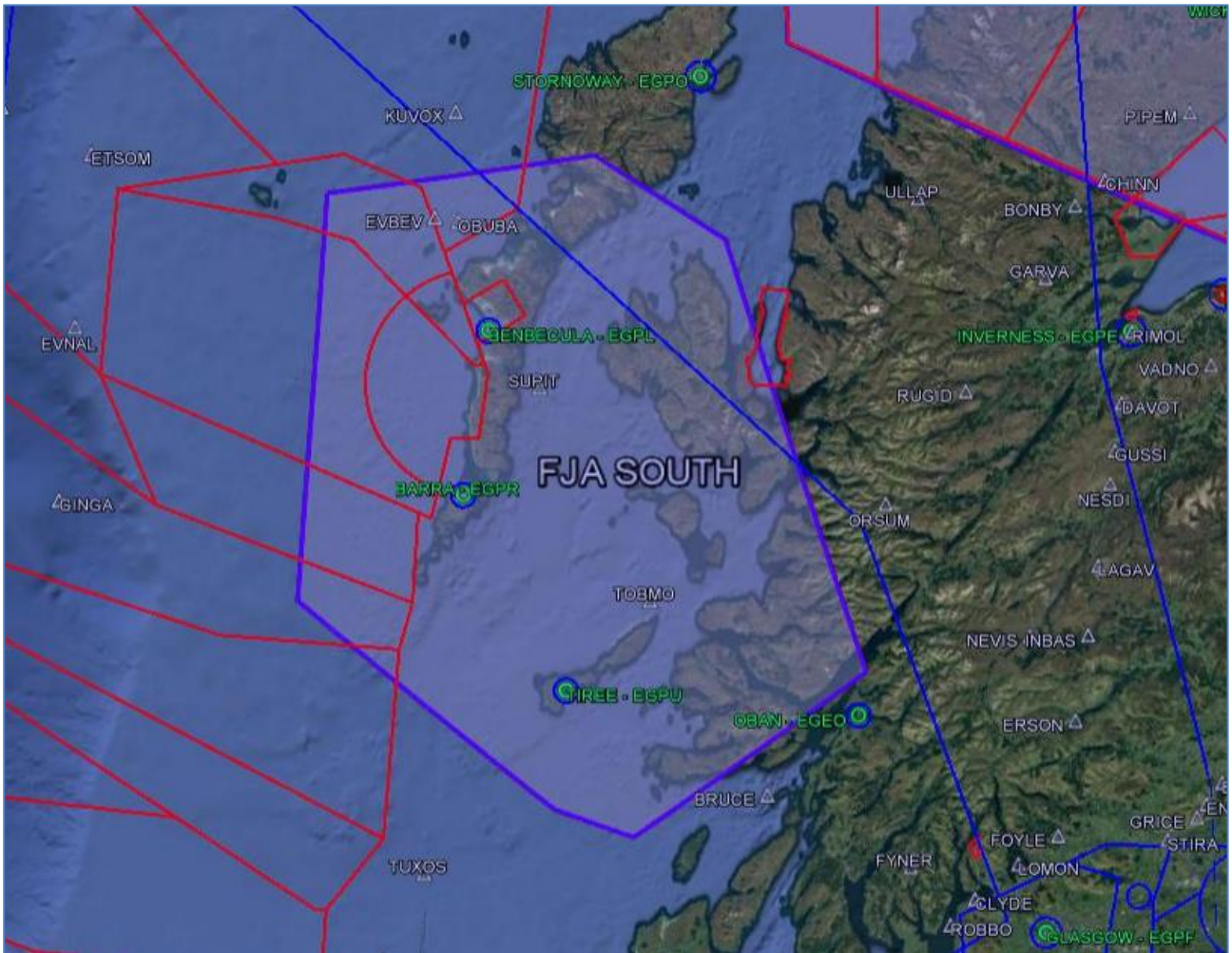


Chart 5 – FJA South East

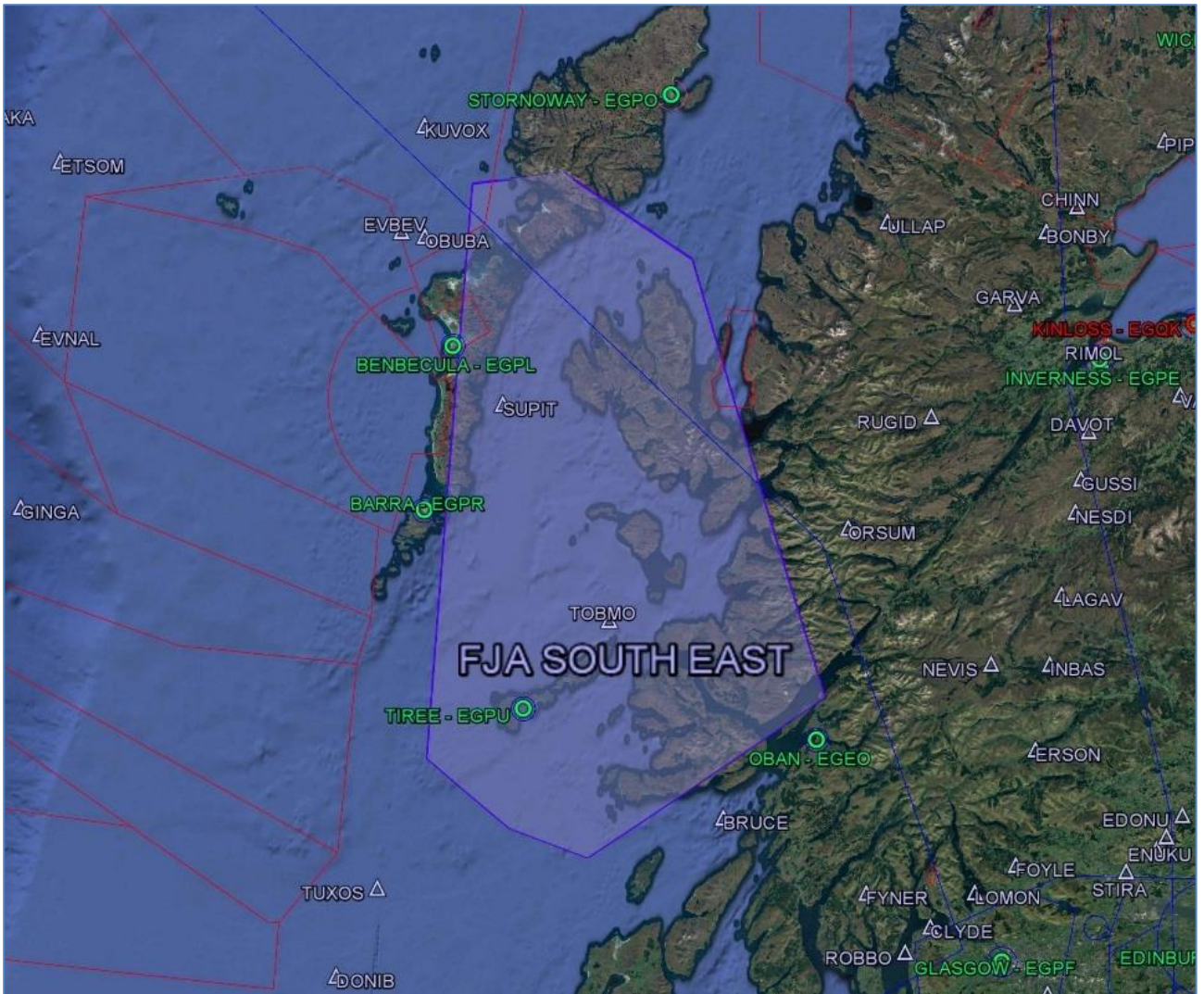


Chart 6 – High Seas Firing Area North

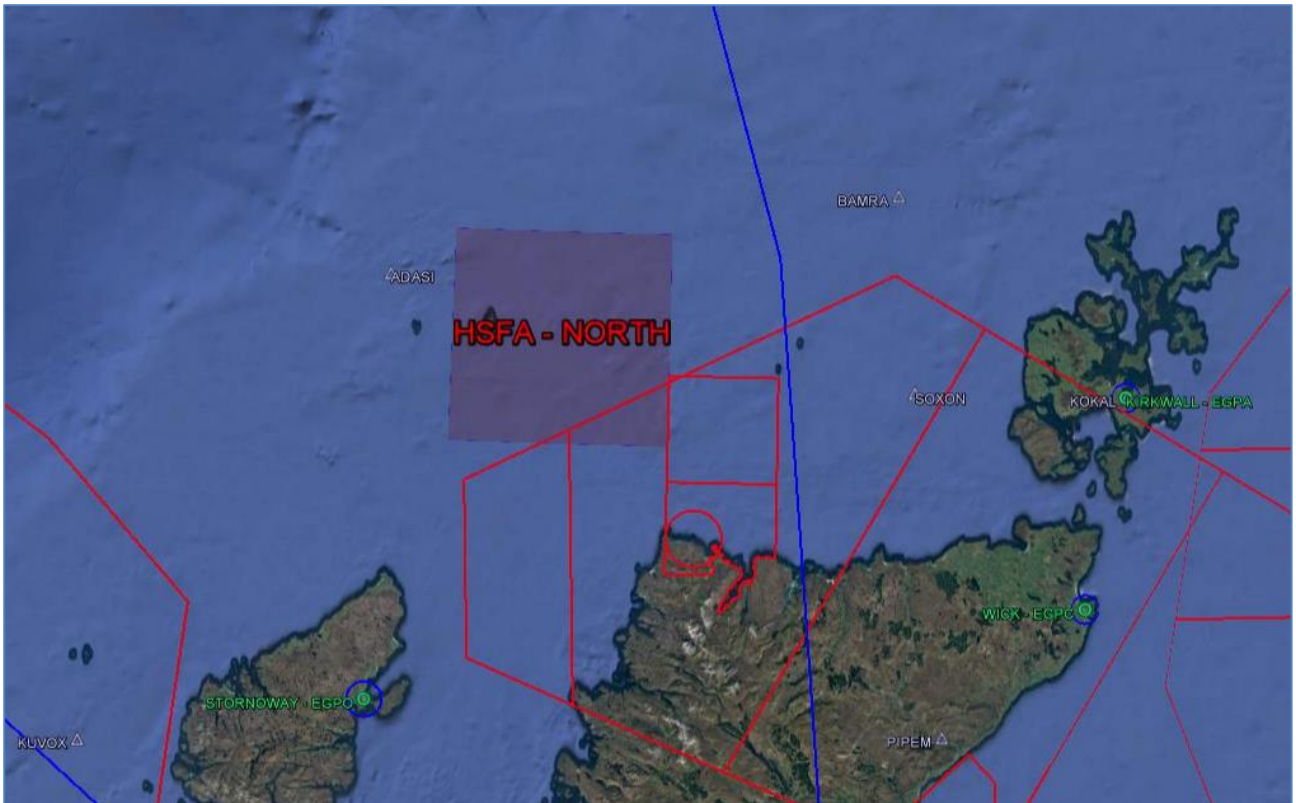
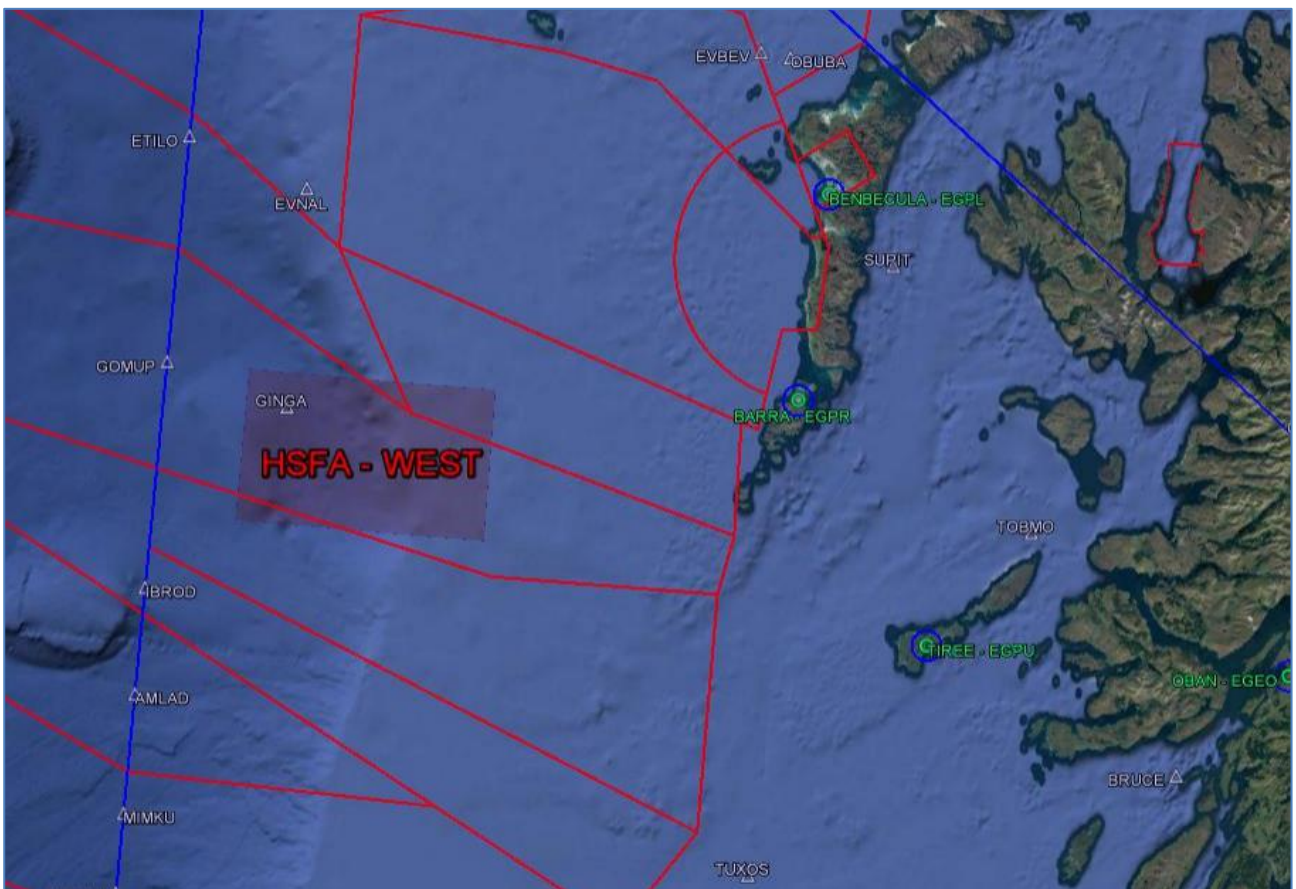


Chart 7 – High Seas Firing Area West (HSFA - WEST)



SECTION 4

Contacts and Distribution

JOINT MILITARY UNITS

Northwood HQ	navyops-surfdfcgroup@mod.gov.uk	*Copy to all relevant Ops Staff
JFAC	air-11gpabsmaococ@mod.gov.uk	
	jfac-maoc-group@mod.gov.uk	*Copy to all MPA Crews
	jfac-a7groupmailbox@mod.gov.uk	
JHC	jhc-cts-j5-maritime-so2@mod.gov.uk	
	jhc-cts-j5-raf-so2@mod.gov.uk	*Copy to all JHC Crews
	jhc-cts-j3-litm-so2@mod.gov.uk	
JTEPS	jteps-air-so1@mod.gov.uk	
	jteps-aaw-so2@mod.gov.uk	*Copy to all RN FCs and crews
	jteps-fj-so2@mod.gov.uk simon.taylor213@mod.gov.uk	*Copy to all Fast Jet crews
	jteps-airc2-so2@mod.gov.uk	*Copy to all C2 crews
	jteps-mpa-so2@mod.gov.uk	*Copy to all MPA crews
	jteps-bm-so3@mod.gov.uk	

UK EXERCISE AIRSPACE BOOKING, CORDINATION AND CONTROL AGENCIES

AMC UK	john.morton@nats.co.uk	
L3M Cell	l3m@nats.co.uk	
MAMC	swk-oc3@mod.gov.uk	
	swk-depoc3@mod.gov.uk	
	swk-mamcoc@mod.gov.uk	
	simon.bennett@nats.co.uk	
	swk-mamc-managedairspace@mod.gov.uk	
Low Flying	swk-mamc-lowflying@mod.gov.uk	

19 Sqn (CRC Scampton)	19sqn-xo@mod.gov.uk	
	19sqn-plansflt-depoc@mod.gov.uk	*Copy to relevant Ops Staff
Prestwick Centre	pcdutyops@nats.co.uk	
	1pcmilexercisegroup@nats.co.uk	
78 Sqn (Swanwick Mil)	swk-oc2opsassurance@mod.gov.uk	
	swanwickmilitary-north@nats.co.uk	
	swanwickmilitary-west@nats.co.uk	
	swanwickmilitary-east@nats.co.uk	
	swk-so3exerciseplans@mod.gov.uk	*Copy to relevant controllers
	swk-oc3airspace@mod.gov.uk	
	swk-plans@mod.gov.uk	
	swk-j5planssnc@mod.gov.uk	
	swk-oc4@mod.gov.uk	

ROYAL NAVY UNITS

RNAS Culdrose	navycu-736dutyofficer@mod.gov.uk	*Copy to all crews
RNAS Yeovilton	navycsav-jsatooopsshared@mod.gov.uk	*Copy to all crews

ROYAL AIR FORCE / UNITED STATES AIR FORCE UNITS

HQ Air	air-11gp-absnasocnatreggroup@mod.gov.uk	*Copy to all relevant Ops Staff
	air-1gp-cafhqtyso2a5plans@mod.gov.uk air-1gphq-coord@mod.gov.uk	
	air-2gpbmfhq-a35asacso3@mod.gov.uk	
	air-2gpbmfhq-daamrangeswo@mod.gov.uk	
RAF Brize Norton	bzn-atc-supervisor@mod.gov.uk	*Copy to all controllers
RAF Conningsby	con-ops-hq-a5air-so3@mod.gov.uk	
RAF Leeming	lee-ops-atc-satco@mod.gov.uk	*Copy to all crews
RAF Lossiemouth	los-atcsatco@mod.gov.uk	*Copy to all controllers
	los-opsexplansgroup@mod.gov.uk	
RAF Spadeadam	spd-opsplansgroup@mod.gov.uk	*Copy to all crews
Tain AWR	tai-fs@mod.gov.uk	*Copy to all AWRCs

CIVIL CONTROL AGENCIES, AERODROMES AND OPERATORS

Aberdeen Airport	atc.atc-aberdeenairport@nats.co.uk mike.simon@nats.co.uk
AIS	chris.harben@nats.co.uk
Babcock	aberdeen.groundops@babcockinternational.com
Barra Airport	barrafiso@hial.co.uk
Benbecula Airport	benbatc@hial.co.uk
Bristow	aberdeen.ops@bristowgroup.com
Carlisle Airport	carlisle.atc@carlisleairport.co.uk
CHC-SCOTIA	rigweather@chc.ca
Deeside Gliding	office@deesideglidingclub.co.uk
Direct Flight	cfh.hq@directflight.co.uk
Draken Aviation Services	nigel.cunningham@draken.aero
Eastern Airways	ops1@easternairways.com
Edinburgh Airport	tony.kirkbright@airnavigationsolutions.co.uk
Far North Aviation	ops@farnorthaviation.co.uk
Gama Aviation	operations@gamaaviation.com
Glasgow Airport	christopher.myers@nats.co.uk kim.hamilton@nats.co.uk
Hebridean Air Services	ops@hebrideanair.com
HIAL (OPS)	bstdoccontrol@hial.co.uk
HM Coast Guard	ukarcc@hmcg.gov.uk
Inverness Airfield	invatc@hial.co.uk
Kirkwall Airfield	kirkwatc@hial.co.uk
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Longside Airfield	operations@buchanaeroclub.co.uk info@AberdeenAir.com
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Scatsta Airfield	atc.scatsta@post.serco.com
Stornoway Airport	stornatc@hial.co.uk
Shannon ACC	stationmanagersshannon@iaa.ie
Tiree Airport	<i>HIAL Ops to Pass On</i>

Vagar ATC, Faroe Is	fae@fae.fo
Wick ATC	wickatc@hial.co.uk
Wideroe Aviation	endre.solheim@wideroe.no