

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-2159	1.0	14/04/2025	31/03/2025

Civil Aviation Authority

**EXERCISE STORM WARRIOR 25-1 AND 25-2****MILITARY EXERCISE****Subject to NOTAM: No****Date(s) of activity/Validity:**

Ex SW 25-1: 9 – 24 JULY 2025

Ex SW 25-2: 4 – 21 AUGUST 2025

**Times - ALL TIMES UTC**

See Section 2

**Vertical Limits:**

SFC – FL660

**Allocated Mode 3A (SSR):**

1501 – 1577 &amp; 2401 – 2477

**Aircraft Details:**

See Section 2

**NDS Approved:**

Not applicable

**Event Sponsor(s):**

Combat Air Force Commander

RAF Coningsby

Lincoln

LN4 4SY

**Project Officer:** Mr Mark Doney

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Email: [mark.doney245@mod.gov.uk](mailto:mark.doney245@mod.gov.uk)**Aircraft Operator(s):**

British Army

Draken Aviation

Royal Air Force

United States Air Force

**ATS Units/****Controlling Agencies:**

CRC Boulmer (19 Sqn) – FA 01665 608011

Swanwick Mil (78 Sqn) – East 01489 612408

Swanwick Mil (78 Sqn) – North 01489 612943

*Info: Aberdeen, Anglia Radar, Coningsby, Edinburgh, Humberside, Lakenheath, Leeds/Bradford, Leeming, Leuchars, Newcastle, Prestwick ACC, Swanwick ACC, Teesside*

**Geographical Limits:****Airspace Reservations:**

EGD307 Donna Nook 01507 359126

EGD323 (All) Southern complex 01489 612495

EGD412 Staxton Wold 01489 612495

EGD512 Otterburn 01912 394261

EGD513 (All) Druridge Bay 01489 612495

EGD514 Combat Airspace 01489 612495

EGD604 Barry Buddon 01313 103426

EGD613 (All) Central Complex 01489 612495

NSGA 1 Scotland *See Para 45*NSGA 1A Borders *See Para 45***Departure/Destination Aerodrome(s)**

EGNV, EGQL, EGUL, EGVN, EGXC, EGXT, EGXW, EGYM, EGXE, EGYD, EGUN, EGQS.

**ACN Issued by:**

AU3

## 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 Military, Swanwick Military (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) – AU3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

**Overview**

15. This ACN details the basic details coordination and controlling authorities for Exercise STORM WARRIOR 25-1 & 25-2, a large-scale military exercise consisting of various aircraft types across significant portions of the North Sea within Danger Area EGD323, EGD514, Northumberland, and the Scottish Borders.

16. Up to 50 military aircraft operating in mixed formations including Fast Jets, Air to Air Refuelling (AAR), Rotary Wing and Air Mobility (both Fixed Wing and Rotary Wing), Exercise traffic will conduct air-to-air combat radar profiles (100nm+), supersonic flight, radar and communications jamming, and air combat serials.

17. **Low Level Over the Sea.** Aircraft planning to operate at or below 3,000ft AMSL over the sea, should keep a good look out for helicopters and fixed wing aircraft operating in support of North Sea Oil and Gas industry (Note: helicopters occasionally operate above this altitude). Anglia Radar is responsible for providing ATS within the Southern North Sea Offshore Safety Area (OSA) and Aberdeen Radar for providing ATS within the Northern North Sea Offshore Safety Area (OSA). Pilots intending to operate in both areas are encouraged to **contact Aberdeen ATC (01224 727160) prior to departure.** Charts depicting the areas can be found in the UK AIP ENR 6 (6-25 and 6-26).

18. **IFF Off Operations.** There is potential that some sorties may be conducted with IFF Off, 10 Jul 1430 – 2230Z; 17 Jul 0900 – 1500Z; and 7 Aug 2030 – 2230Z. Activity will be SFC-2000ft AMSL and will be promulgated via NOTAM; relevant agencies will be contacted prior to planned sorties. See Chart 2 for planned airspace 10 Jul and Chart 3 for 17 Jul & 7 Aug.

19. Within the SW25 AOR, 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 EGD514, provided they are in receipt of a Radar Control service.

20. SW25 is scheduled in two distinct phases: SW25-1 will run 9 – 24 July 2025 followed by SW25-2 from 4 – 21 August 25. Within these phases COMAOs will be flown as listed in Para 20 below.

**Dates/Times.** The planned COMAO (Composite Air Operations) flying windows are listed in the table below – All times UTC.

<u>Date</u>	<u>Airspace Booking Times</u>	<u>VUL Times</u>	<u>Airspace</u>
<b>SW25-1</b>			
10 Jul	1530 – 2300Z	1630 – 2230Z	EGD323 / TRAs 6, 7A, & 7B / LFAs 11 & 12 / Night Sectors: 4AS; 4BE; 4BW
17 Jul	0815 – 1530Z	0900 – 1500Z	EGD514 (buffer 08:00-16:30Z), TRAs 6, 7A, 7B / LFAs 12, 14 & 16.
22 Jul	0815 – 1130Z	0900 – 1100Z	EGD514 (buffer 08:00-12:30Z), TRAs 5, 6, 7A, 7B / LFAs 12, 13, 14, & 16.
24 Jul	0815 – 1130Z	0900 – 1100Z	EGD514 (buffer 08:00-12:30Z), TRAs 5, 6, 7A, 7B / LFAs 12, 13, 14, & 16.



participants who plan to seek an ATS from an Airfield ATC Unit, (which is not part of the departure or recovery plan,) should contact the appropriate Unit in advance to discuss their requirements and confirm availability (in principle) of an ATS. Ingress and egress transits shall be planned to be conducted using military ATC agencies.

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

a. Aberdeen	119.055 MHz	01224 727160
b. Anglia Radar	125.275 MHz / 128.925 MHz	01224 727160
c. Coningsby	119.205 MHz	01526 347443
d. Humberside	119.130 MHz	01652 682022
e. Leeming	133.380 MHz	01677 457210
f. Leuchars	126.505 MHz	01334 848287
g. Newcastle	124.380 MHz	0191 214 8130
h. Teesside	118.855 MHz	01325 331020

30. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and within active TRAs and is subject to Unit capacity. The Unit providing this service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact. A FPL should be filed and include the following addresses:

a. EGZYOATT Swanwick Mil (78 Sqn)

31. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

32. The sponsor is responsible for booking OOH ATS with Swanwick Mil in advance of the exercise.

33. **Jamming.** Jamming may take place on designated military communications and radars throughout the operating period and 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 Distress & Diversion (D&D) cell at Swanwick Centre (01489 612406). D&D will coordinate the emergency cessation of jamming, and all emergency cease jamming calls shall be made on UHF Guard (243.000 MHz).**

34. **Airspace Requirements.** SW25 COMAO flying will conduct radar profile (100nm+) interceptions, supersonic flight, RADAR jamming, air combat, helicopter borne resupply, and low-level evasion training. All aircraft will be using exercise mode 3s: 1501 – 1577 and 2401 – 2477 with a potential for ISR/AEW platforms using Military ATC M3s when operating outside of EGD514.

35. **Airspace.** This exercise will take place within segregated and unsegregated Class C & G airspace over the North Sea parallel to the East Coast of England, and overland in Northumberland and the Scottish Borders. Fast Jet, Tactical Air Transport, and helicopter assets will use the UK Low Flying System overland Northumberland and the Scottish Borders (detailed below); they will operate ivo RAF Boulmer, Brunton Airfield, Charter Hall Airfield, Winfield, Milfield, Alnwick, Eshott Airfield, and Crail with prior agreement. **Aerodrome CTRs and CTAs shall be avoided unless agreed in advance of departure.**

36. This exercise airspace incorporates **segregated** Special Use Airspace:
- a. EGD323 (10 Jul only)
  - b. EGD514
37. Additionally, it incorporates un-segregated airspace consisting of:
- a. Air to Air Refuelling Areas (AARAs)
  - b. Class G airspace areas over the North Sea.
  - c. Temporary Reserved Areas (TRAs) 005, 006, 007A, 007B
  - d. UK Low Flying System overland Northumberland and the Scottish Borders (LFAs 12, 13, 16).
38. Exercise participants are responsible for submitting their airspace and low flying bookings in accordance with existing regulations. The UK MAMC will coordinate all Special Use Airspace complex activations or suppressions against individual requests from participants and not this ACN.
39. Below FL195, or FL245 when within an active TRA. Aircraft shall operate VFR at all times. Below FL195 aircraft should remain outside of CAS, unless this has been coordinated in advance of departure with the designated controlling agency and a positive clearance to enter has been given by the appropriate ATS unit. Aircraft using the UK Low Flying System are responsible for their own LF bookings.
40. Above FL195, or FL245 when within an active TRA and outside of Special Use Airspace. Aircraft shall be in receipt of a Radar Control Service (RCS). **With the exception of the EG D514 FBZ, No ATS structures have been suppressed for this exercise and military controlling agencies are wholly responsible for the avoidance of all GAT and maintenance of standard separation.**
41. In all instances, aircraft and controlling agencies should avoid operating in the vicinity of non-exercise airfields.
42. **Air-to-Air Refuelling Areas (AARAs).** A number of AARAs will be utilised throughout this exercise and are to be booked through normal procedures by individual operators. At the time of publication, overland AAR has not been notified as authorised. Aircraft will establish within their tasked operating areas from 08:00 UTC for day flying and 19:30 UTC for night flying.
43. **AEW/ISR Aircraft.** ISR assets may operate within Orbit Areas 3, 5 or 13. Additionally they may operate tactically within the confines of, or in close proximity to, EGD514 in a block pre-notified to Swanwick Mil. Assets will establish within their tasked operating areas between 08:00 - 09:00 UTC for day flying and 19:30 – 21:00 UTC for night flying. Responsibility for booking AEW orbit areas is to be completed by the AEW Sqn Ops prior to launch.
44. **Special Use Airspace (SUAs).** Access to any SUA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.
45. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*
46. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).
47. For military registered aircraft operated by military aircrew or when the aircraft is operated under a Military Permit to Fly issued by the MAA, these regulations do not apply in the same way, however the captain is responsible for obtaining the installation managers permission prior to penetration. Contact



details for each installation can be obtained from the CAA (Airspace Regulation). Civilian registered aircraft or civilian crews are bound by the ANO and shall comply with Para 46.

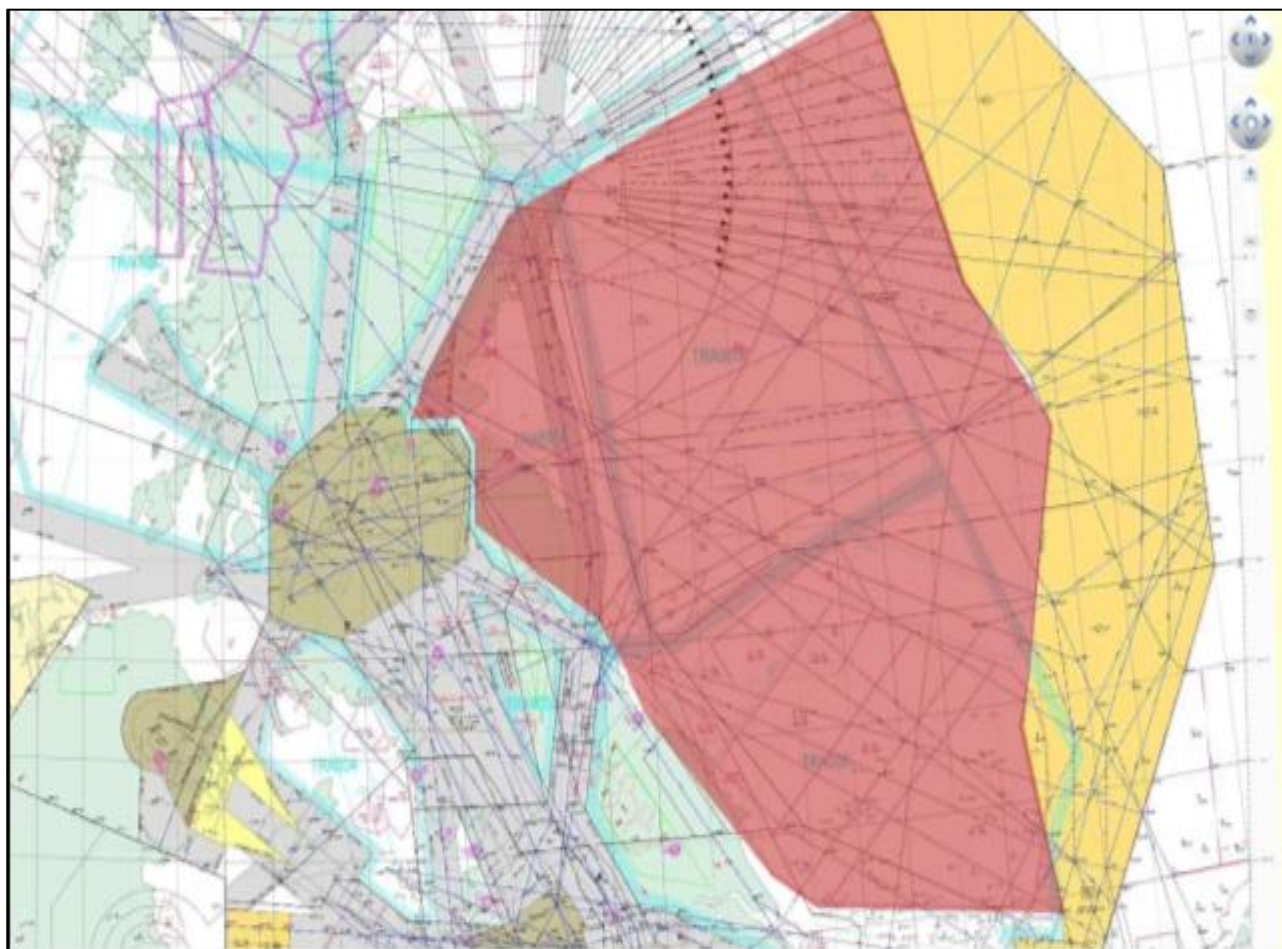
48. **Gas Venting Sites (GVS).** No GVS have been suppressed for this activity.

### SECTION 3

#### Area of Operation

49. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

**Chart 1 - Overview**



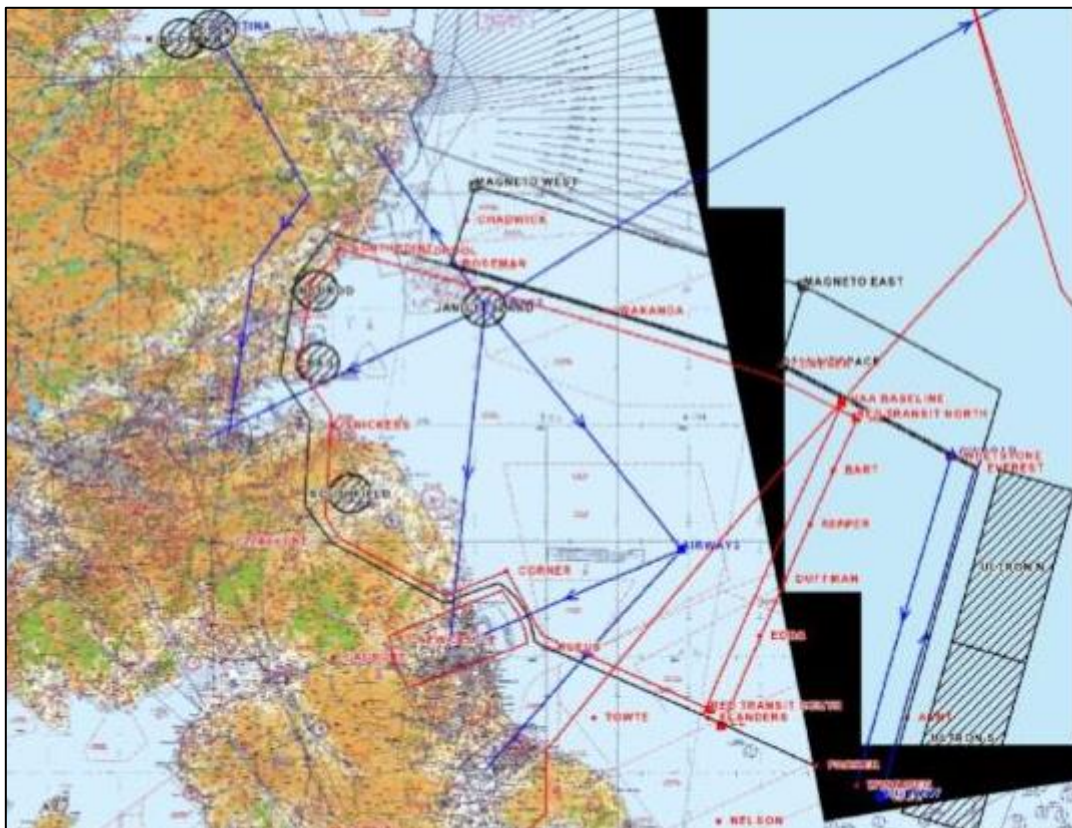
### Chart 2 – SW 25 D323 – D513

SFC to FL55 (Class G Unsegregated) & FL55-FL660 Segregated



### Chart 3 – SW25 D514

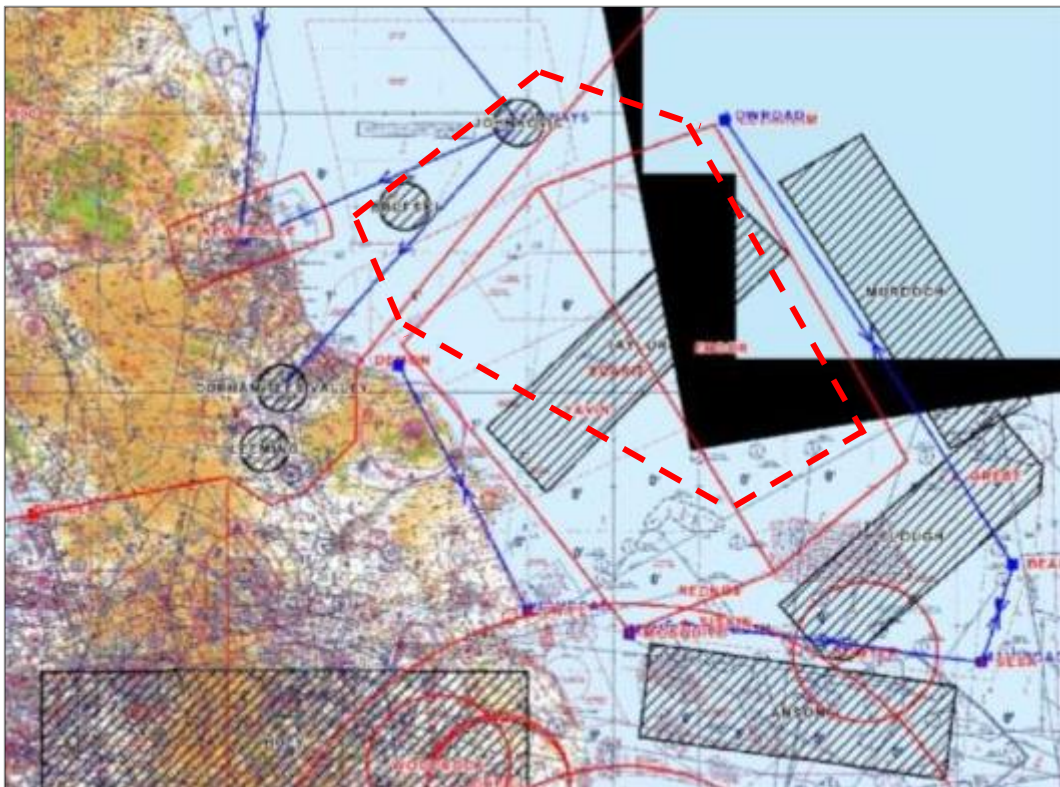
SFC to FL85 (Class G Unsegregated) & FL85-FL660 Segregated





**Chart 4 – SW 25 D323 – D513: IFF Off Area**

*SFC - 2000' AMSL; 10 Jul (1430 – 2230Z)*



**Chart 5 – SW25 D514 IFF Off Area**

*SFC - 2000' AMSL; 17 Jul (0900 – 1500) & 7 Aug (2030 – 2230Z)*

