

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-5061	1.0	18/08/2026	18/08/2026

Civil Aviation
Authority**EXERCISE STRIKE WARRIOR 26-2****MILITARY EXERCISE****Subject to NOTAM:** No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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21 September - 10 October 2026	H24
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Vertical Limits:	Allocated Mode 3A (SSR):
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SFC – FL660	2400-2477
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Aircraft Details:	NDS Approved:
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Various – See Section 2	No
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Event Sponsor(s):	Aircraft Operator(s):
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Joint Training and Exercise Planning Staff (Attn: JTEPS SO3 BM) Royal Navy War Fighting Centre (Old Iron Foundry) HMNB Portsmouth, Portsmouth Hampshire, PO1 3NB Contact: Prior to Ex start: +44303 388 0201	UK RAF DRAGEN International FR Mil USAFE UK RN (RW a/c) NOR Mil GER Mil US Mil
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ATS Units/ Controlling Agencies:	Geographical Limits:
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CRC Boulmer - FA1 01665 572313 Swanwick(Mil) - East 01489 612408 Swanwick(Mil) - North 01489 612943	
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Exercise participants: EAGLE/FALCON Safety Information will be published in Ex SW SPINS.

Airspace Reservations:

EG D801	01971 511242
EG D802	01971 511242
EG D803	01971 511242
EG D809	Complex 01489 612495
EG D513	Complex 01489 612495
EG D613	Complex 01489 612495
EG D701F	01870 604449

Departure/Destination Aerodrome(s)	ACN Issued by:
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EGQS, EGPK, EGXC, EGXW, EGNV, EGUL, EGVN, EGPO	AU3
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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 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 2.
9. Availability of an ATS from Plymouth(Mil) or 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.
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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the areas to be utilised and coordination requirements to support Exercise STRIKE WARRIOR 26-2 (SW26-2).

16. **OVERVIEW.** Ex STRIKE WARRIOR 26-2 (SW26-2) is a 3-week, large scale military multinational exercise taking place in the UK FIR. Ex SW26-2 is a Maritime, Air and Land Exercise, operating across Scotland (including the Western Isles, Northwest Approaches, Galloway and the Borders region) 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. This ACN should be read in conjunction with AIC Y 096/2026, which will be published on 17 September 2026.

Operations at or below 5000ft AMSL

18. **Low Level Over the Sea.** Pilots of aircraft planning to operate at or below 5,000ft AMSL over the sea must maintain 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).

19. Aircraft will operate, launch and recover from military ships and various military/civilian aerodromes in the UK. Maritime Patrol, Electronic Warfare (EW), Fast Jet, Rotary Wing aircraft and Unmanned Air Systems will all operate in support of the Exercise. Surface to Surface and Surface to Air weaponry, Air to Air tactics training, electronic warfare measures will also take place. Aircraft will engage in high-energy combat manoeuvres and may be unable to comply with the Rules of the Air.

20. 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. 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.

21. The following air system types will be participating in Ex JW24-1:

- a. COMBAT AIR:
 - i. Typhoon, DA-20 Falcon, DA-42 Twin Star (EW a/c) L159 Honey Badger.
- b. OTHER AIR
 - i. UK P-8A Poseidon, GER P8, UK VOY, FRA ATLANTIQUE, UK R-9 Shadow.
- c. MARITIME ROTARY
 - i. AW159 Wildcat, Merlin MK4 & MK2, NH-90.
- d. UAS
 - i. BELIEVER, PUMA, MALLOY, Various micro UAS

22. **SSR Allocation.** SSR M3/A Codes 2400-2477 have been allocated to the exercise and notified by NOTAM for the period of the exercise.

23. **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 MDA/FJAs 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.

24. **Planned Airspace Usage.** The following table denotes the airspace plan for the Ex:

Date	Airspace booking times	Planned flight times	Airspace
22 Sep 26	1330 – 1630Z	1300-1600Z	EGD 323 A,B,C,G,H,J,L,M,N,R,Q EDG 513 Complex
23 Sep 26	1330 – 1630Z	1300-1600Z	EGD 323 A,B,C,G,H,J,L,M,N,R,Q EDG 513 Complex
24 Sep 26	1330 – 1630Z	1300-1600Z	EGD 323 A,B,C,G,H,J,L,M,N,R,Q EDG 513 Complex
25 Sep 26	0001-2359Z	0730-1630Z Further times TBC	EGD 809 Complex, suppressed
26 Sep 26	0700-1700Z	0730-1630Z	EGD 701F EGD 801, 802, 803 (DACAS)
27 Sep 26	0700-1700Z	0730-1630Z	EGD 701F EGD 801, 802, 803 (UAS)
28 Sep 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
29 Sep 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
30 Sep 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
1 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
2 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
3 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
4 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
5 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
6 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
7 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
8 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
9 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)
10 Oct 26	0700 – 1700Z	0730-1630Z	EGD701F EGD 801, 802, 803 (UAS)

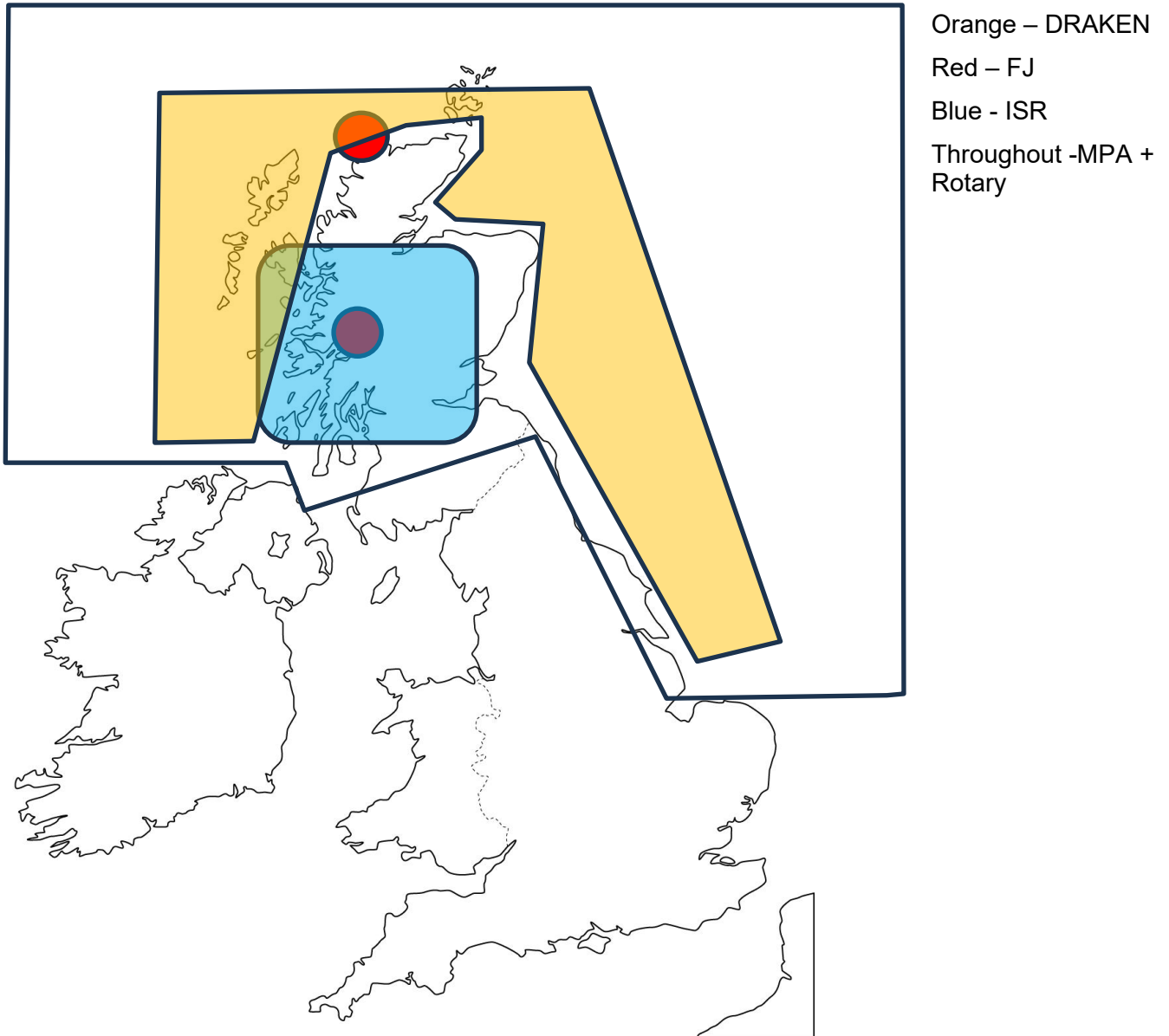
25. **Handback Procedures. JTEPS EXCON (SO3 BM) is the only authority approved to hand back Ex SW26-1 airspace to appropriate agencies.** If airspace is no longer required, aircrew are to inform TAC C2 or EXCON through their appropriate operating authority, which is then to contact JTEPS SO3 BM via JTEPS EXCON (after Ex start) as detailed on page 1. JTEPS SO3 BM will then contact the L3M Cell to hand back any airspace no longer required.
26. **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.
27. **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.
28. **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, UAS and Fast Jets. All activity will be notified by NOTAM.
29. **Embarked FW and Carrier Operations.** This activity will take place both in Uncontrolled Airspace and Danger Areas. This will involve multiple Rotary Wing, UAS and Fast Jets. All activity outside of a Danger Area will be notified by NOTAM.
30. **MPA Procedures West of 10W.** Unless cleared by NATS and/or Shanwick Oceanic, MPA are to remain below FL55 West of 10W.
31. **Jamming.** Radar and communications jamming will take place in the notified exercise area. All Jamming could affect frequencies bands A-J. **Control agencies experiencing jamming of an unacceptable level are to:**
- a. Contact EXCON Battlewatch Captain on +442392 720180 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 the Swanwick(Mil) North Supervisor on 01489 612943 (GPTN 95586 Ext 2943) or Boulmer on 01665 572313. The UK NASOC Air Surveillance Officer (01494 494813/4/5) is an alternative contact in extremis for cease jamming.
 - 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 Swanwick (Mil) Northwest UHF ICF (282.625 MHz or VHF 134.3MHz).
32. **Spadeadam (SPD) (D510 Complex) Operations.** SPD ATC has the ability to control aircraft within the published SPD AOR from surface to FL195. Owing to a cessation of their Autonomous Radar Status, they are not able to provide an ATS within Controlled Airspace. All exercise aircraft are to comply with all SPD instructions in Ex SW26 STANDING SPINS. This specifically includes the ingress and egress procedures.

SECTION 3

Area of Operation

39. A chart highlighting the area of operations is shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview



SECTION 4**Contacts and Distribution****SECTION 4: CONTACTS AND DISTRIBUTION****JOINT MILITARY UNITS**

Northwood HQ	NAVYOPS-SurfDFCGROUP@mod.gov.uk	*Copy to all relevant Ops Staff
JFAC/11 Gp	Air-11Gp MAOC Group (MULTIUSER) <Air-11GpMAOCGroup@mod.gov.uk>	
	Air-11Gp-A7 Delivery (MULTIUSER) <Air-11Gp-A7Delivery@mod.gov.uk>	
JTEPS	JTEPS SO3 BM: alexander.thornton109@mod.gov.uk	
	JTEPS MULTIUSER: jteps-strikewarrior262@mod.gov.uk	

UK EXERCISE AIRSPACE BOOKING, COORDINATION AND CONTROL AGENCIES

L3M Cell	L3M@nats.co.uk	
	SWK-MAMCOC@mod.gov.uk	
Low Flying	SWK-MAMCLFCOORD@mod.gov.uk	

Prestwick Centre	pcdutyops@nats.co.uk	
	1PCMLEXERCISEGROUP@nats.co.uk	
Swanwick Military (Area Radar)	SWK-78Sqn-OC2Flt@mod.gov.uk	
	SWK-78Sqn-NorthSupervisor@mod.gov.uk	
	SWK-78Sqn-WestSupervisor@mod.gov.uk	
	SWK-78Sqn-EastSupervisor@mod.gov.uk	
	SWK-PLANS@mod.gov.uk	

ROYAL NAVY UNITS

RNAS Culdrose	NAVYCU-736DutyOfficer@mod.gov.uk	*Copy to all crews
RNAS Yeovilton	NAVYCSAV-JSATOOPSSHARED@mod.gov.uk	*Copy to all crews

ROYAL AIR FORCE / UNITED STATES AIR FORCE UNITS

HQ Air	Air-11Gp-ABSNASOCNATREPGroup@mod.gov.uk	*Copy to all relevant Ops Staff
	Air-1Gp-HQMAILBOX (MULTIUSER) <Air-1Gp-HQMAILBOX@mod.gov.uk>	
	Air-2Gp-Ops and Trg (MULTIUSER) <Air-2Gp-OpsandTrg@mod.gov.uk>	
RAF Brize Norton	BZN-ATC-Supervisor@mod.gov.uk	*Copy to all controllers
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	Mike.SIMON@nats.co.uk
AIS	chris.harben@nats.co.uk
Bristow	aberdeen.ops@bristowgroup.com
CHC-SCOTIA	rigweather@chc.ca
Deeside Gliding	office@deesideglidingclub.co.uk
Draken Aviation Services	Cooney, Daniel <daniel.cooney@draken.aero>
Edinburgh Airport	ph.ops@ans-atc
Far North Aviation	ops@farnorthaviation.co.uk
Gama Aviation	operations@gamaaviation.com
Glasgow Airport	atc.glasgow@nats.co.uk
Haverfordwest Airport	hwest.airport@pembrokeshire.gov.uk
HIAL (OPS)	bstdoccontrol@hial.co.uk
HM Coast Guard	UKARCC@HMC.GOV.UK
Loganair Chief Pilot/Operations	flightsupport@loganair.co.uk
Newcastle Airport	atsmanagementteam@newcastleinternational.co.uk
NHV Helicopters	aberdeenops@nhv.be norwichops@nhv.be
Oban ATC	info@obanairport.co.uk
Offshore Helicopter Services	aberdeen.groundops@offshoreheli.com
Prestwick Airport	atswatchmanager@glasgowprestwick.com
QinetiQ	DNMACKENZIE@qinetiq.com JASUTHERLAND@qinetiq.com ALAMBERT@qinetiq.com FWALKER@qinetiq.com JMCLEAN@qinetiq.com
Shannon ACC	stationmanagersshannon@iaa.ie
Vagar ATC, Faroe Is	fae@fae.fo
Wideroe Aviation	endre.solheim@wideroe.no