

DASC Heads up

6-07

17 December 2007

THE USE OF TEMPORARY RESERVED AREAS (TRAs)

It has been 9 months since the introduction of Class C airspace at and above FL195 and the creation of TRAs. It is an appropriate time to refresh the mil community on the use of TRAs, the out-of-hours booking and the requirement to adhere to the principles of flexible use of airspace. The relevant points to note are as follows:

a. **Autonomous use of TRAs.** Pilots entering a TRA for autonomous operations are to select Mode3A 7006 with Mode C prior to entering the airspace and maintain this squawk until operations in the TRA are complete. The exception to this rule is that pilots operating under the auspices of an Airspace Coordination Notice (ACN) that has published the use of exercise squawks within the airspace may retain those codes throughout their sortie profile. The use of Mode3A 7000 is not permitted within TRAs.

b. **Extended hours booking.** In order to help the introduction of the TRAs in Mar 07, Military Airspace Booking and Coordination Cell (MABCC) agreed to link the booking of AARAs and ranges with the associated TRAs (outside routine hours) in which they fell. This 'belt and braces' approach was to ensure we did not have aircraft climbing into Class C, ie to meet up with the tanker or popping out of a range, without receiving the appropriate Radar Control Service (RCS). However, this function will now cease wef 14 Jan 08. Aircrew must book the TRA (outside routine hours) should they wish to conduct autonomous ops in TRAs in addition to the AARA or range. This requirement is detailed in the Mil AIP ENR Section 5. Remember, there may not be a requirement to book the TRA as you can still climb out of low-level and obtain a RCS from a mil ATCC en-route to the tanker.

c. **Handing back TRAs.** There is an onus on the individuals booking the TRAs out-of-hours to hand-back the airspace when flying is complete. This is particularly relevant if there is a cancellation or early completion of flying to maximise the flexible use of airspace. Details can be found in the Mil AIP ENR 5.2-6.

SPADEADAM AUTONOMOUS RADAR STATUS

The Directorate of Airspace Policy is expected to grant Autonomous Radar status to Spadeadam ATC wef early Jan 08. What does this mean? Effectively, rather than aircraft operating into/out of Spadeadam Electronic Warfare and Tactics Range skirting beneath CAS or seeking a service from an ATCC, the Spadeadam controller will be able to control inside CAS within the agreed specified area of responsibility. There will be a limited capability at Initial Operating Capability from Jan 08; however, Full Operating Capability is anticipated by the end of Apr 08. The date for Spadeadam to stand-up as an Autonomous Radar unit will be notified by NOTAM.

