Tactical Command and Control (TAC-C2)

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TAC-C2 is an overarching term used to encompass AWACS, ASAC and Airspace Control in a tactical environment. It is not necessarily related to the provision of Air Traffic Control Services. Within the VATSIM environment AWACS and Airspace Control assets are subordinate to Air Traffic Control Services, and any instructions from relevant ATC Units are to be followed over and above guidance from AWACS and Airspace Control.

AWACS

AWACS is an airborne radar platform that is predominantly tasked with providing situational awareness of an AO to all users. It is also tasked with providing fighter intercept control and defensive operational information.

ASAC

ASAC is an abbreviation used in two distinctly different environments / purposes.

1. Aerospace Surveillance and Control
    1. This is the Royal Air Force ground based Air Defence system based at CRC Boulmer (CRC Boulmer).
    2. This element is responsible for enforcing UK airspace, monitoring traffic entering the UK and implementing Quick Reaction Alert protocols when required.
    3. In terms of aircraft control, this unit provides fighter intercept control services
    4. A deployed element (1 Air Control Centre) carries out the above tasks in deployed locations

2. Airborne Surveillance and Control
    1. This is the Royal Navy Shipborne AWACS element utilising the Merlin ASaC Helicopter with the Crowsnest system.
    2. This provides the same services as AWACS relating to deployed fleet operations.

Airspace Control

Airspace Control activities are non-Air Traffic Control services that are provided by tactical aircraft to enhance deconfliction in congested airspace where multiple aircraft of same or varying types are

expected to require operation. Examples of such Airspace Control include, but are not limited to:

- Close Air Support operations in support of ground forces
- Tactical Transport operations
- Search and Rescue On Scene Commander

Procedures

The Aircraft providing these tasks will inform the VATSIM UK Controllers of their presence, the area in use, airspace activated, expected airframes, aircraft callsigns and the frequency that is going to be utilised. Controllers should approve a frequency change to the approved frequency utilised by the AWACS/ACA once the aircraft enters the AWACS/ACA airspace.

Controllers of sectors adjacent to the area of operations will adapt to direct any non-

participating traffic around the area to minimise disruption to the VSOs activities. Yet, it is

acknowledged that this isn't always possible. If this is the case, then the AWACS/ACA pilot is to be informed of the conflicting aircraft and will then pass this on to all players.

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