

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation
Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2025-4676	1.0	07/07/2025	16/06/2025

EXERCISE CHAMELEON 2-25**MILITARY EXERCISE****Subject to NOTAM: Yes (by Airspace Regulation)****Date(s) of activity/Validity:**

28 Aug 25 – 16 Sep 25 inclusive

Times - ALL TIMES UTCH24 *See Section 2 for further details***Vertical Limits:**SFC – 18000ft AMSL Para dropping
FL180 - FL200 for FW surveillance aircraft (Shadow)**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

Aircraft Details:

See Section 2

NDS Approved:**Yes – See section 2 conditions****Event Sponsor(s):**Flt Lt Bickerton
DSC MDS
Airborne Delivery Wing
RAF Brize Norton
Carterton
OXFORDSHIRE
OX18 3LXbnz-adwptsops@mod.gov.uk

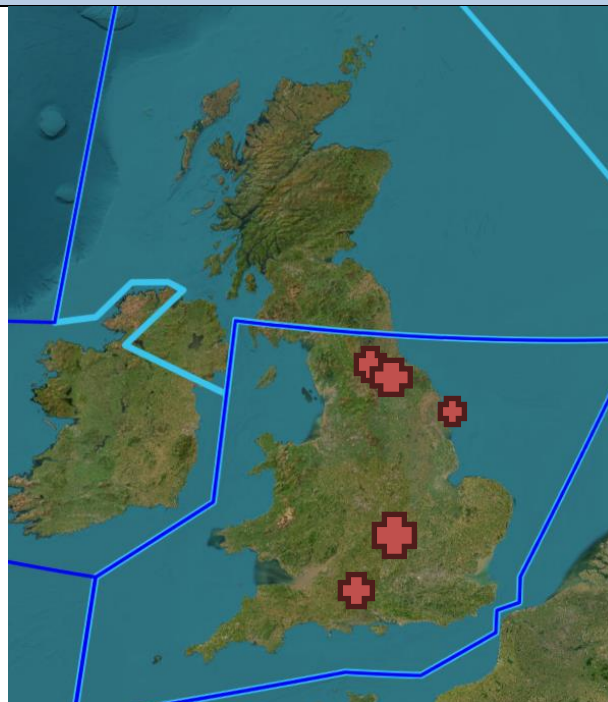
01993 895052

David.bickerton217@mod.gov.uk**Aircraft Operator(s):**Airborne Delivery Wing
RAF Brize Norton
Carterton
OXFORDSHIRE
OX18 3LXbnz-adwptsops@mod.gov.uk

01993 895052

**Main ATS Units/
Controlling Agencies:**

Brize Norton	01993 897526
Boscombe	01980 663246
Leeming	01677 457210
Prestwick ACC	01294 655300
Swanwick AC Shift Supervisor Desk	01489 612420
Swanwick TC Desk ATSA	02380 401110
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417
Teesside	01325 331020

Geographical Limits:**Airspace Reservations:**D126
D128
D408**Departure/Destination Aerodrome(s)**

Various

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. The use of MODE S is actively encouraged.
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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. Exercise CHAMELEON is an inspection of the operational capability of UK Forces to conduct operations in various environments and is reactive to the development of a basic scenario and dependent upon climatic conditions. Exercise CHAMELEON will take place in the UK and Sweden (overseas element tbc) – the UK element will utilise Leeming, Downholme Moor, Everleigh, Bridlington Harbour and Little Rissington as para dropping sites. Known participating aircraft types are:

- | | | |
|----|-------------|----------------------------|
| a. | Fixed Wing | A400M, C17, Skyvan, Shadow |
| b. | Rotary Wing | AH64, CH47 |

16. **Priority.** The exercise activity is afforded the following status':

- a. Shadow. This flight has been afforded Non-Deviating Status (NDS) whilst established on station (and within CAS), (*UK AIP ENR 1.1 (4.2) & CAP 493– Section 1, Ch4, Para 17 refers,*) and does not apply when in transit to/from the operating areas stated in this ACN.
- b. All other activity. Unless notified by separately by AR(U), the remainder of the exercise is categorised as CAT Z, (*CAP 493– Section 1, Ch4, Para 10c refers,*) and attracts no priority. Subject to the prevailing traffic conditions on the day, there may be level restrictions, or aircraft may be provided vectors / requested to hold to allow most efficient use of airspace.

17. **Air Traffic Service (ATS) Provision – Inside Controlled Airspace (CAS).** Access to controlled 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.

18. **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 Units 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)
- b. EGTTFZC Western Radar

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

20. **Between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.**

21. **ATS Provision – Outside CAS.** The exercise area is within the coverage of various Units:

a. Boscombe Down	126.705 MHz	01980 663246
b. Brize Norton	124.280 MHz	01993 897878
c. Leeming	133.380 MHz	01677 457210
d. Prestwick ACC	On Request	01294 655300
e. Swanwick ACC	On Request	01489 612420
f. Swanwick LTC	On Request	02380 401110
g. Swanwick Mil – East	On Request	01489 612408
h. Swanwick Mil – West	On Request	01489 612417
i. Teesside	118.855 MHz	01325 331020

22. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. 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.

23. **Special Use Airspace (SUAs).** Access to any SUA is subject to military 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.

24. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

25. **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.*

26. **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).

27. HIGH LEVEL SURVEILLANCE TASK

28. Surveillance flights will be provided by Shadow aircraft as detailed below:

- a. Times: 0000 – 2359 UTC
- b. Radius: 6nm
- c. Level: FL180 – FL200 (subject to weather)
- d. Location:
 - i. Leeming
 - 1. 24-27 Aug, 4-7 Sep
 - ii. Downholme Moor
 - 1. 24–27 Aug, 4-7 Sep

29. Less than 24hrs notice may be provided of site activation and exact timings will be task dependant. Orbits must be pre-arranged with the relevant controlling authority at least 4 hours prior to

departure. NDS is only applicable whilst the aircraft is established within the areas stated above and when within CAS.

30. Should Swanwick Mil (78 Sqn) be unable to provide a service then the aircraft will need to remain outside CAS, operating in the block FL180-FL190 as an ATS will not be available from Swanwick ACC.

PARA ACTIVITY WITHIN DANGER AREAS AND RESTRICTED AREAS

31. Unless separate arrangements are in place, all activity planned within Danger Areas is to be co-ordinated and/or booked through the appropriate controlling authority as listed in the UK AIP (ENR 5.1), or:

- a. For Managed Danger Areas: **MAMC at 78 Sqn, Swanwick on 01489 612495**

PARA ACTIVITY WITHIN CONTROLLED AIRSPACE

32. **Exercise aircraft must remain clear of any Controlled Airspace (CAS) unless penetration has been approved by the controlling ATC sector.**

33. Access to controlled airspace within the airspace of Swanwick ACC or LTC will be subject to controller workload.

34. Further impact/coordination details are contained within the "High Level Parachuting within Controlled Airspace LoA".

35. Access to CAS for para activity is not guaranteed and depends upon civil traffic flow within the national route structure. For this reason, NOTAMs for this activity will contain the phrase:

'ACCESS TO CONTROLLED AIRSPACE SUBJ ATC CLR'

36. NOTAMs issued by AR(U) will include military caveats that restrict flying by military aircraft under certain circumstances. Accordingly, for night-time parachuting, the following caveat will be included in all applicable CHAMELEON NOTAMs:

'NON-PARTICIPATING MIL ACFT SHOULD AVOID THE AREA AT NIGHT'

37. ADW Ops shall endeavour to inform the relevant Military ATC Supervisor of the intended drop zones at D-1 (24 hours prior). The Military ATC Supervisor is requested to inform the relevant OS of the intended plan.

38. **Notification of Completion of a Parachuting Serial.** The aircraft is to inform ATC when all troops have been dispatched. In addition, the aircraft shall follow the final parachutist in the descent, until such time as all jumpers and the aircraft has left CAS. The pilot is to inform ATC once CAS has been vacated.

39. **The DZSO** shall contact the appropriate Military ATC Supervisor to inform when all parachutists have landed and are accounted for. The Military ATC Supervisor shall inform the appropriate Civil OS/GS that the serial has been concluded.

40. Should ATC have any queries about a serial, they can contact the ADW Duty Ops Assistant on duty number 01993 895052 / 07974 112143 / 07977 834403.

OVERLAND DROPS

41. For all overland drops, the exercise staff or the aircraft captain of the dropping aircraft must telephone the **Swanwick Mil (78 Sqn) East Supervisor on 01489 612408** as soon as specific dropping times and locations are known. Swanwick Mil (78 Sqn) will endeavour to co-ordinate the requested activity with the relevant civil sector. Should Swanwick Mil (78 Sqn) not be able to provide an ATS, then a service may be provided as follows:

- i. Little Rissington: If Brize Norton are unable, a service may be provided by Swanwick LTC. In these instances, the sponsor is to conduct their access and drop requests via the **TC Senior Watch Assistant (SWA) on 02380 401110**.
- ii. All other sites. The drop aircraft shall remain outside of CAS and below FL195. The sponsor should request a service from the most appropriate Terminal ATC unit.

42. To facilitate the best military training and to safeguard the paratroopers, a cone of airspace will be required. The requested airspace is usually conical and usually works on a basis of 3nm per 3,000ft AMSL.

43. Drop altitudes are indicative of the requirement, however for ATM purposes, ATC may require the drop to be in reference to a FL – the pilot is responsible for any conversion and informing ATC, noting that the top altitude may need to be reduced to fit to that FL.

WATER DROPS

44. The Ex requires several serials to take place over water. Locations of water DZs are at Section 3. The requested airspace for all water drops will be (all altitudes are AMSL):

- a. SFC - 5000ft: 4nm radius

45. Where drops over water also fall inside Danger Areas, the procedure at para 41 is to be followed.

PARACHUTING NOTAM REQUESTS

46. All NOTAM requests for para-activity must be made to AR(U) via the AR OPs Portal NLT 48 hours before the intended activity and should include all relevant information.

47. Late submissions via email may not have sufficient time to be processed but may be made in extremis by supplying the following information.

- a. DZ Name (As listed in this ACN) and DZ Coordinates
- b. Date(s) / Time(s)
- c. Cone Confirmation
- d. Contact Phone Number

PARACHUTING SERIAL PLAN

48. Whilst the exercise is fluid, the sponsor has outlined the plan below:

Table 2: 28 Aug – 3 Sep 25

Date/Time Zulu	Height/Radiu s	28	29	30	31	1	2	3	
Leeming Airfield	SFC – 18,000ft/20 NM	0700 - 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	
Little Rissington	SFC – 18,000ft/20 NM	0700 - 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	
Dow nholme Moor	SFC – 8000ft/2NM	0700 - 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	
Everleigh, Salisbury Plain Training Area (D128)	SFC - 8000ft/2NM	0700 - 2359	0000 -2359	0000- 2359	0000 -2359	0000- 2359	0000- 2359	0000- 2359	
Bridlington Harbour Water DZ	4NM	0700 - 0000	0000 -2359	0000- 2359	0000 -2359	0000- 2359	0000 -2359	0000- 2359	

Table 3: 10 Sep – 16 Sep 25

Date/Time Zulu	Height/Radiu s	10	11	12	13	14	15	16	
Leeming Airfield	SFC – 18,000ft/20NM	0700 - 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	
Little Rissington	SFC – 18,000ft/20NM	0700 - 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	
Dow nholme Moor	SFC – 8000ft/2NM	0700 - 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	0000- 2359	
Everleigh, Salisbury Plain Training Area (D128)	SFC - 8000ft/2NM	0700 - 2359	0000- 2359	0000- 2359	0800 - 2359	0000- 2359	0000- 2359	0000- 2359	
Bridlington Harbour Water DZ	SFC - 5000ft/4NM	0700 - 2359	0000 -2359	0000- 2359	0000 -2359	0000- 2359	0000- 2359	0000- 2359	

SECTION 3: PJE CHART EXTRACTS

Table 4 – List of Overland DZ – Yorkshire Group

<u>Location</u>	<u>Position</u>	<u>Remarks/Restrictions</u>
Downholme Moor	54° 23'13.80"N 1° 48'45.00"W 54° 23.23N 1°48.75W 30U WF 77114 27249	Size: 2nm / 8000ft Remarks: Sectors 1, 3, 4 and 6. Drop height and sector subject to ATC clearance based on LoA.
Leeming AD	54° 17'54.00N 1° 32'9.00"W 54° 17.900N 1° 32.150W 30U XF 95284 17703	Size: 20nm / 18000ft. Remarks: Sectors 1, 2, 3, 4 and 5. Drop height and sector subject to ATC clearance based on LoA. <i>Includes: Leeming Airfield and Leeming Cricket and Leeming Sports Pitches</i>

Chart 1 – Downholme Moor DZ

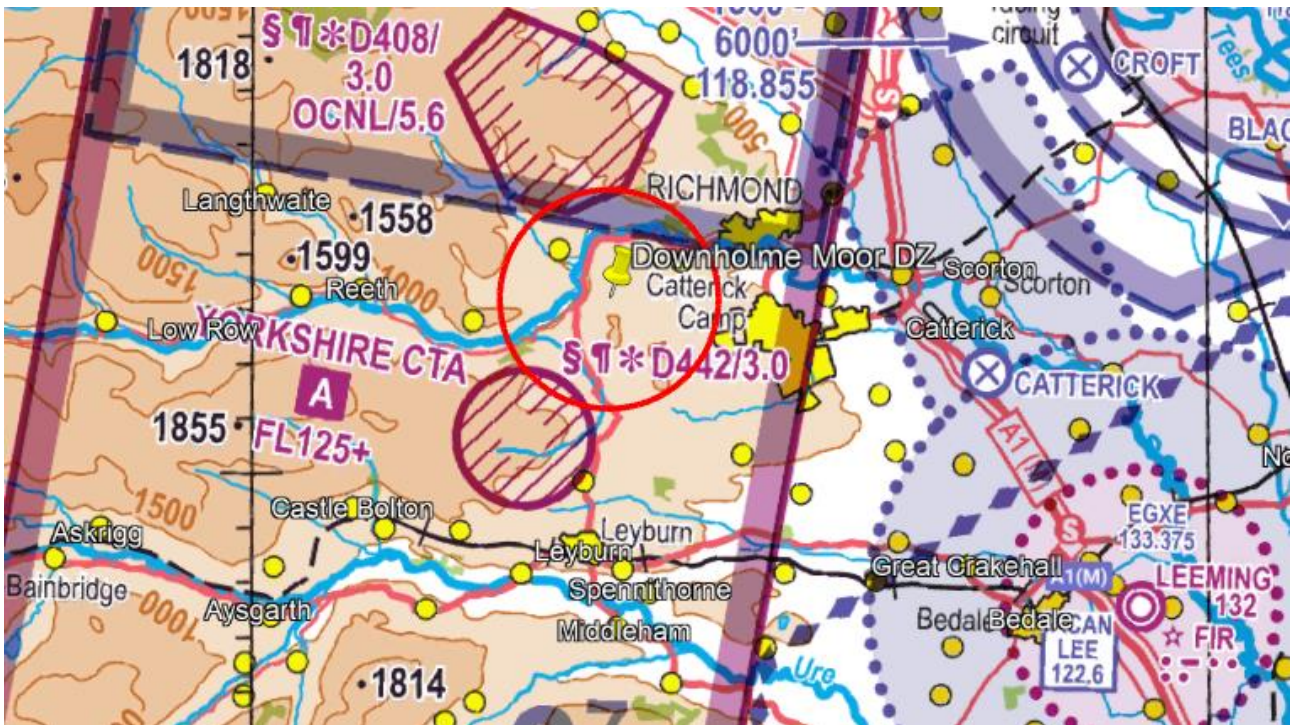


Chart 2 – Leeming AD DZ

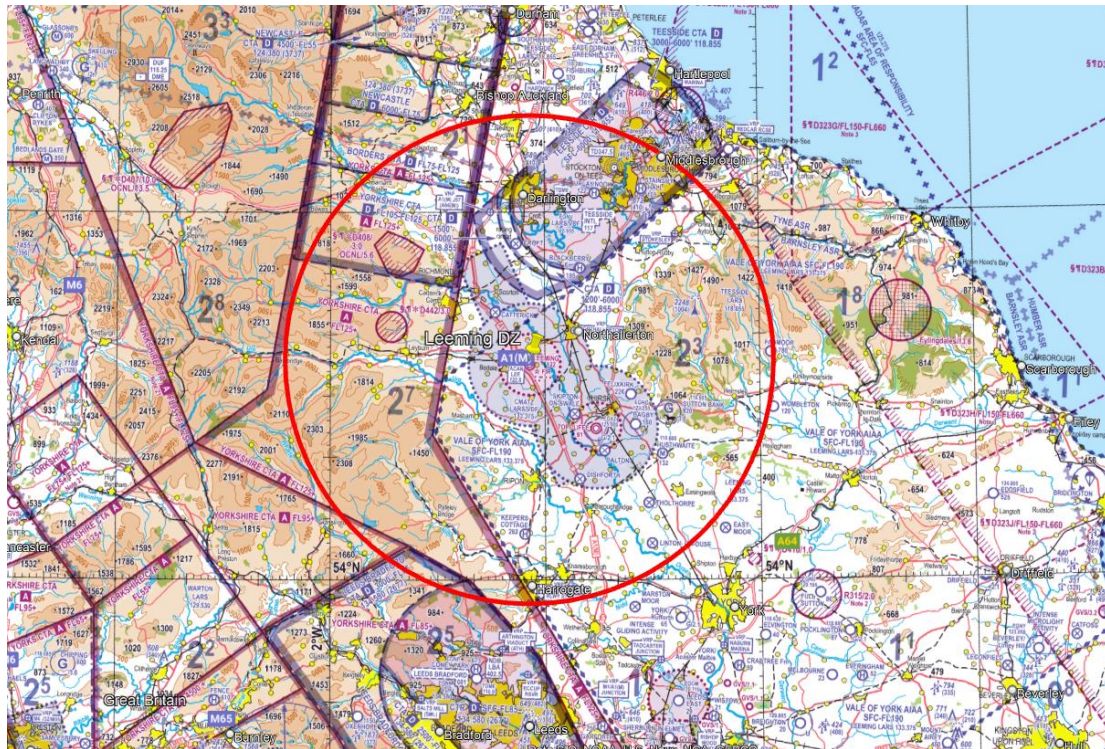


Table 5 – List of Overland DZ Wiltshire

Location	Position	Remarks/Restrictions
Everleigh, Salisbury Plain Training Area (D128)	51° 16'26.22"N 1° 41'45.66"W 51° 16.437N 1° 41.761W 30U WB 90958 81098	Size: 2nm / 8000ft Alt LLP/SLR DZ

Chart 3 – D128



Table 6 – List of Water DZ – Bridlington Harbour

<u>Location</u>	<u>Position</u>	<u>Remarks/Restrictions</u>
Bridlington Harbour Water DZ	054.3.420°N 000.4.184°W 30UXE9110293806	Size: 4nm / 5,000ft AMSL

Chart 4 – Bridlington Harbour Water DZ

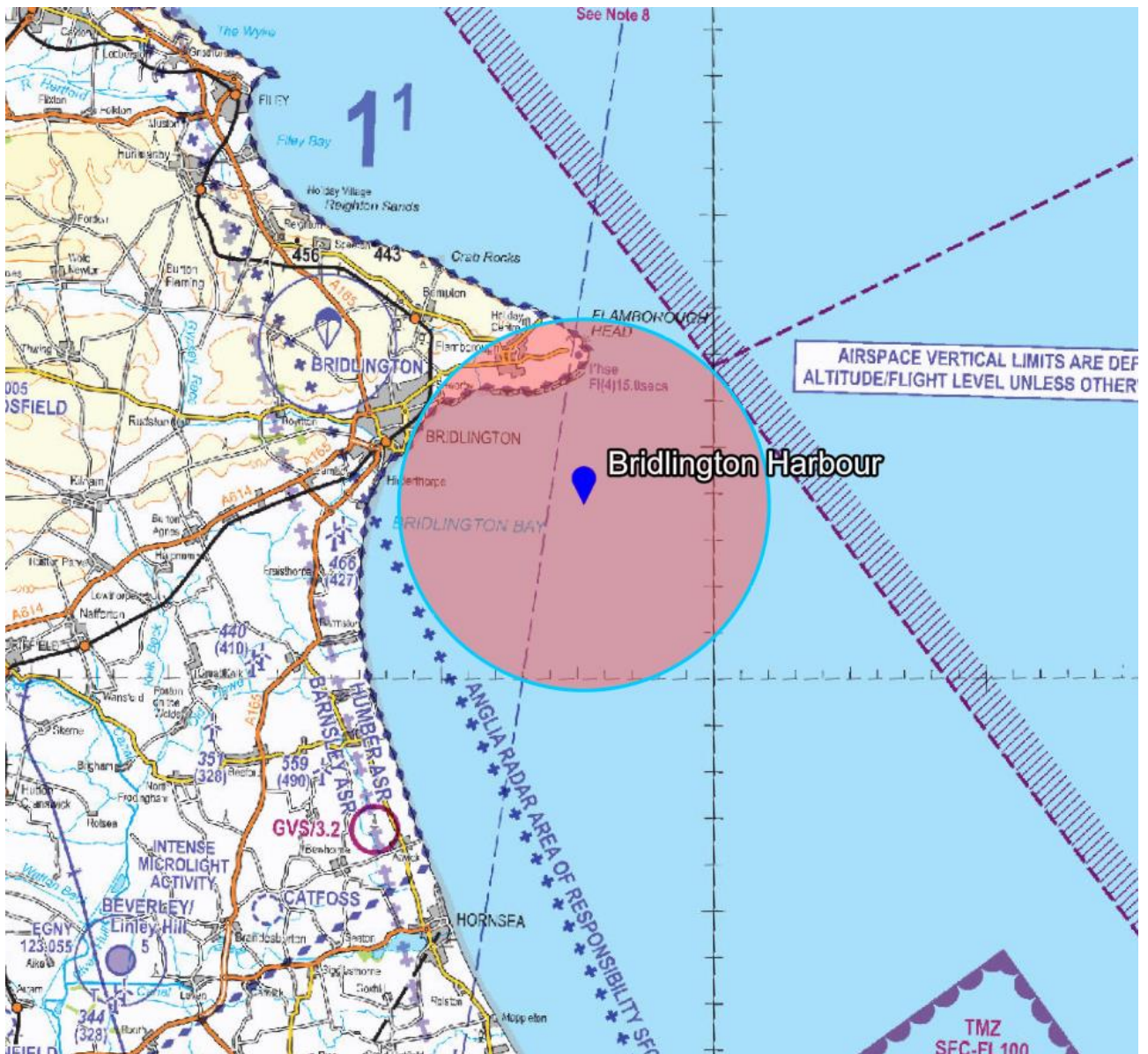


Table 7 – List of Overland DZ – Brize Group
Backup Sites

<u>Location</u>	<u>Position</u>	<u>Remarks/Restrictions</u>
Little Rissington	515205N 0014137W	Size: Day – 9nm / FL85 or FL105 Remain outside Controlled Airspace Night – 9nm / FL85 or FL105 Remain outside Controlled Airspace Impacts: Multiple CTA's – Remain outside Controlled Airspace Includes: Little Ris, East Field, North Field and South Field. Caution: Not to be used when W-o-t-G is active.

For Little Rissington, the site will be restricted to a max of 9nm radius and required to remain outside Controlled Airspace.

The controlling agency is responsible for any coordination with Brize ATC.

Chart 5 – Little Rissington DZ

