

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

| ACN Reference: | Version: | Date: | Date of Original | Civil Aviation Authority |
|----------------|----------|------------|------------------|--------------------------|
| AR-2025-8163 | 1.1 | 16/01/2026 | 02/12/2025 | Civil Aviation Authority |

EXERCISE POINT BLANK**MILITARY EXERCISE****Subject to NOTAM: Yes (by Airspace Regulation)**

| | |
|--|--|
| Date(s) of activity/Validity: | Times - ALL TIMES UTC |
| 26-29 th January 2026 and 2-5 th February 2026 | 0800 – 1600 See section 2 |
| Vertical Limits: | Allocated Mode 3A (SSR): |
| SFC – FL660 | TBC |
| Aircraft Details: | NDS Approved: |
| See Section 2 | Not applicable |
| Event Sponsor(s): | Aircraft Operator(s): |
| 48 FW Weapons & Tactics 48 OSS/OSK, Bldg 1346, RAF Lakenheath Brandon, UK, IP27 9PN + 44 01638520115 Project Officer: 48OSS/OSK Email: 48oss.oso@us.af.mil | Royal Air Force – 207 Sqn, 3(F) Sqn United States Air Force – 2nd ASOS, 352 SOW, 100th ARS, 492nd FS, 493rd FS, 494th FS, 495th FS, 480th FS, 67 SOS Royal Norwegian Air Force – 331 Sqn |
| ATS Units/ Controlling Agencies: | Geographical Limits: |
| Swanwick Mil (78 Sqn) – East 01489 612408 Swanwick Mil (78 Sqn) – North 01489 612943 Swanwick Mil (78 Sqn) – Ex Co-ord 02380 401523 <i>Info: Aberdeen, Anglia Radar, Coningsby, Edinburgh, Humberside, Lakenheath, Leeds/Bradford, Leeming, Leuchars, Newcastle, Prestwick ACC, Swanwick ACC, Teesside</i> |  Reference Charts 1-3 |
| Airspace Reservations: | |
| EGD407 Warcop 01768 343224 EGD408 Feldom 01748 875502 EGD510 Spadeadam 01697749486 EGD512 Otterburn 01912 394261 EGD513 (All) Druridge Bay 01489 612495 EGD514 Combat Airspace 01489 612495 EGD604 Barry Buddon 01313 103426 EGR446 Hartlepool SI 1003/2016 EGR516 Torness SI 1003/2016 NSGA 1 Scotland See Para 45 NSGA 1A Borders See Para 45 PARA Errol 01821 642454 | |
| Departure/Destination Aerodrome(s) | ACN Issued by: |
| EGUL, EGUN, EGXC, EGXW, EGYM | 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 (UAs) 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 Swanwick Military (78 Sqn) 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 basic details coordination and controlling authorities for Exercise POINT BLANK, a large-scale military exercise consisting of various aircraft types across significant portions of the North Sea within Danger Area EGD514, the EGD323 Complex, North Yorkshire and Northumberland.

16. Up to 90 military aircraft operating in mixed formations including Fast Jets, Intelligence, Surveillance & Reconnaissance aircraft, 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, 26-27 Jan 0900-1500 UTC, 2-3 Feb 0900-1500 UTC, SFC-2000ft AMSL in the D514s; this activity will be promulgated via NOTAM and relevant agencies will be contacted prior to planned sorties. See Chart 3 for planned airspace.

19. **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>Planned Flight Times</u> | <u>Airspace</u> |
|-------------|-------------------------------|-----------------------------|--|
| 26 Jan | 07:45-16:45Z | 0900-1500Z | EGD514 (buffer 07:45-16:45Z), TRAs 5, 6, 7A, 7B, LFAs 11,12,16,17 |
| 27 Jan | 07:45-16:45Z | 0900-1500Z | EGD514 (buffer 07:45-16:45Z), TRAs 5, 6, 7A, 7B, LFAs 11,12,16,17 |
| 28 Jan | 08:30-12:00Z | 0830-1200Z | EGD323 Complex TRA 6, LFAs 11,12 |
| 29 Jan | 08:30-12:00Z | 0830-1200Z | EGD323 Complex TRA 6, LFA 11 |
| 2 Feb | 07:45-16:45Z | 0900-1500Z | EGD514 (buffer 07:45-16:45Z), TRAs 5, 6, 7A, 7B, LFAs 11,12,16,17 |
| 3 Feb | 07:45-16:45Z | 0900-1500Z | EGD514 (buffer 07:45-16:45Z), TRAs 5, 6, 7A, 7B, LFAs 11,12,16,17 |
| 4 Feb | 08:30-12:00Z | 0830-1200Z | EGD323 Complex TRA 6, LFA 11 |
| 5 Feb | 08:30-12:00Z | 0800-1200Z | EGD323 Complex TRA 6, LFA 11 |

20. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 2 hours prior to departure to confirm final details and availability of an ATS, unless a separate agreement is made.

21. **Priority.** This exercise has been categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers,) and attracts no priority.

22. **SSR Allocation.** In addition to using the existing ATM allocation for Swanwick Mil, the following M3 codes have been temporarily allocated to the exercise for the duration:

- a. 1601-1663 48FW allocation for EGD514 & EGD323 Complex (unverified).
- b. 1700-1727 606ACS allocation for EGD514 & EGD323 Complex (unverified).

23. As no special agreement has been made with the CAA, and as **CRC Boulmer will not be providing an ATS, the Mode A codes and associated Mode C pressure-altitude reporting data for use in segregated airspace must be considered unvalidated and unverified.**

24. **Aircraft Types.** The following aircraft types are expected to take part in the exercise:

- a. Fast Jet F15E, F35A, F35B, Typhoon, F-16
- b. Strategic N/A
- c. EW/ISR Nil
- d. AAR KC135
- e. TacAT MC-130J, CV22

25. **Air Traffic Service (ATS) Provision – 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.

26. Exercise traffic **shall** ensure that they have enough fuel to complete their transits without the need to transit Aerodrome CTR's and CTAs. **Military aircrew should be aware that the term "Fuel Priority" is not a civilian term, "Minimum Fuel" is the correct terminology (CAP413), however, this does not provide priority to pilots of aircraft that have made this declaration.** If fuel reserve becomes a critical issue, crews **shall** declare an emergency using the appropriate **PAN PAN** or **MAYDAY** prefix. Civilian ATC agencies will then facilitate transit to the closest suitable runway.

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

- a. Aberdeen 119.055 MHz 01224 727160
- b. Anglia Radar¹ 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

28. Availability of an ATS 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. **Exercise 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 and aircraft should not leave EGD514 until 2-way communications with ATC has been established.

¹ Anglia Radar operate with both frequencies cross-coupled in order to provide good low-level coverage across the sector.

29. **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)

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

31. Swanwick Mil (78 Sqn) will provide ATS for some transits to the Exercise areas and for AAR. The sponsor is responsible for booking any OOH ATS with Swanwick Mil in advance of the exercise. CRC Boulmer will not provide ATS during this Exercise.

32. **Jamming.** Jamming may take place on designated military communications and radars throughout the operating period and is subject to approval by the Joint Spectrum Authority following the submission of a Jamming Safety Case. 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).**

33. **Airspace Requirements.** Exercise participants are responsible for submitting their airspace and low flying bookings in accordance with existing regulations. The UK AMC will coordinate all SUA activations or suppressions against individual requests from participants and not this ACN.

34. Activity will take place within TRAs 005, 006, 007A and 007B, and within the vicinity of EGD514 from SFC to FL660, including those portions of LFAs 11, 12, 13 and 16. Additionally, AAR will operate within the Danger Area, on tactical towlines adjacent to the Danger Area or on existing towlines.

35. The Sponsor will make a request for an Exercise NOTAM to the CAA Airspace Regulation NLT one week prior to the start of the Exercise. A NOTAM highlighting the increased aerial activity in the exercise area and the inability to comply with the Rules of the Air (unusual aerial activity) will subsequently be issued.

36. **Airspace.** This exercise will take place within segregated and un-segregated Class C & G airspace over the North Sea parallel to the East Coast of England, and overland in Northumberland and the Scottish Borders. **Aerodrome CTRs and CTAs shall be avoided unless agreed in advance of departure. The Ex will use either EGD514 or the EGD323 Complex, these structures can not be active concurrently due to the impact on the civil network. The table at para. 19 denotes which structure is active on each day.**

37. This exercise airspace incorporates **segregated** Special Use Airspace:

- a. EGD514
- b. EGD323 Complex

38. Additionally, it incorporates un-segregated airspace consisting of:

- a. Air to Air Refuelling Areas (AARAs) including, but not limited to, AARAs 5, 6, 7 and 8. Only AARA 8 required for EGD323 days.
- b. Class G airspace areas over the North Sea.
- c. Temporary Reserved Areas (TRAs) 005, 006, 007A, 007B. Only TRA 006 required for EGD323 days.

- d. UK Low Flying System overland Northumberland and the Scottish Borders (LFAs 11, 12, 16, 17 for EGD514 days; LFA 11 for EGD323 days)

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 a SUA. Aircraft shall be in receipt of a Radar Control Service (RCS). **The only ATS structures that have been restricted are those directly impacted by the activation of EGD514 or the EGD323 Complex; 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. Due to the impact to the civil network, AAR should be planned to take place below FL240, higher may be negotiated tactically through the Swanwick Mil Ex Co-ord. At the time of publication, overland AAR has not been notified as authorised. Aircraft will establish within their tasked operating areas from 09:00 UTC for vuls in EGD514; from 08:30 UTC for vuls in the EGD323 complex. AAR may occur outside of established AARAs, but still within the confines of the exercise allocated overwater airspace.

43. **AEW/ISR Aircraft.** ISR assets are not planned to take part in this Exercise.

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

SECTION 3

Area of Operation

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

Chart 1 – Overview of Exercise Area EGD514 (Green) & Operating Area (Orange) SFC to FL85 (Class G Unsegregated) & FL85-FL660 Segregated

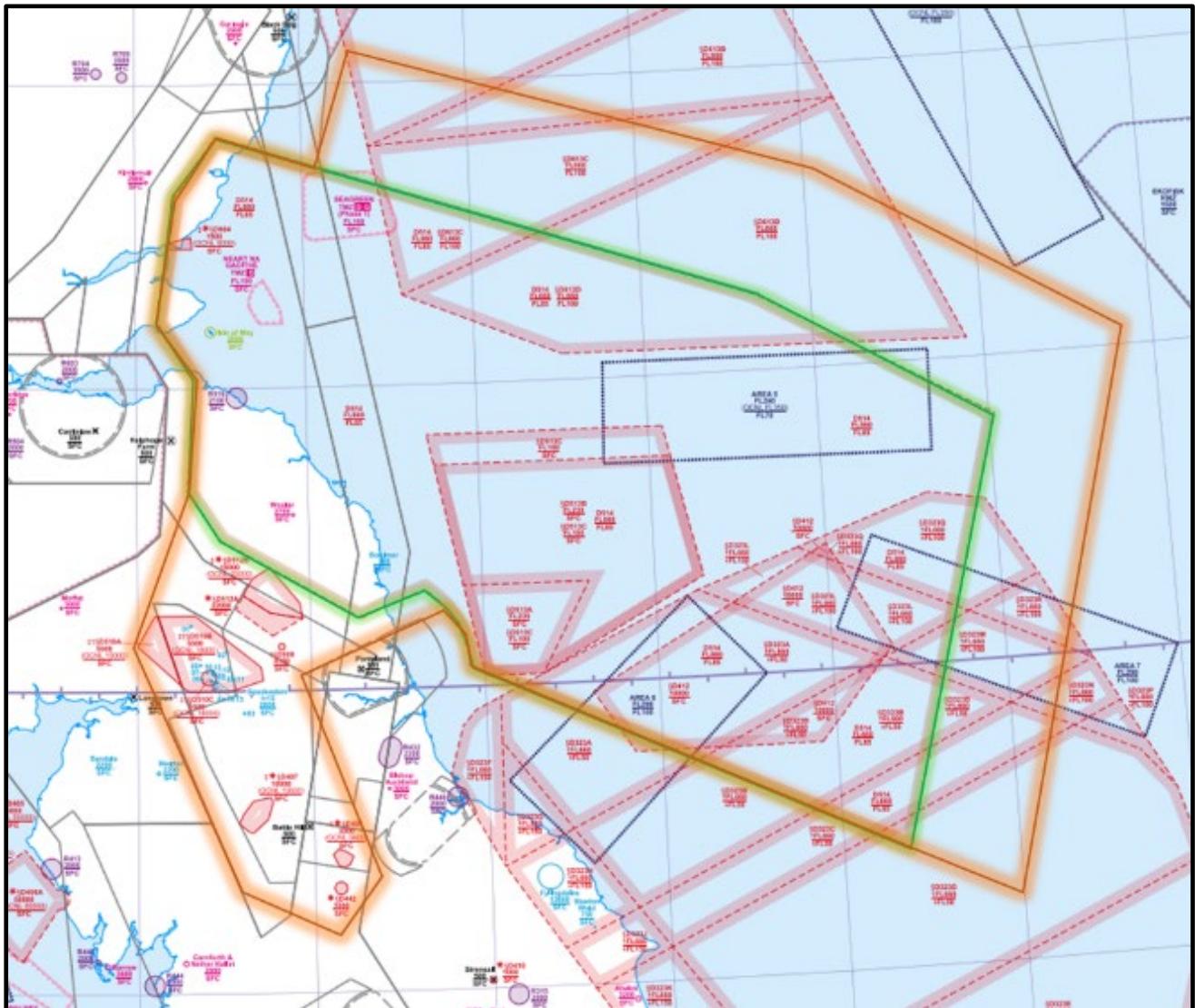


Chart 2 - EGD323 Operating Area (Red)
SFC to FL50 (Class G Unsegregated) & FL50-FL660 Segregated



Chart 3 – IFF Off Operating Area

