

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



| ACN Reference: | Version: | Date: | Date of Original |
|----------------|----------|------------|------------------|
| AR-2026-1333 | 1.0 | 01/04/2026 | 25/03/2026 |

AERIAL SURVEY LINCOLNSHIRE (BLUESKY)

CAT Z

Subject to NOTAM: No**Date(s) of activity/Validity:**

01 Apr – 31 Dec 26

Times

Daylight Hours SR-SS

Vertical Limits:

FL 80-100

Allocated Mode 3A (SSR):

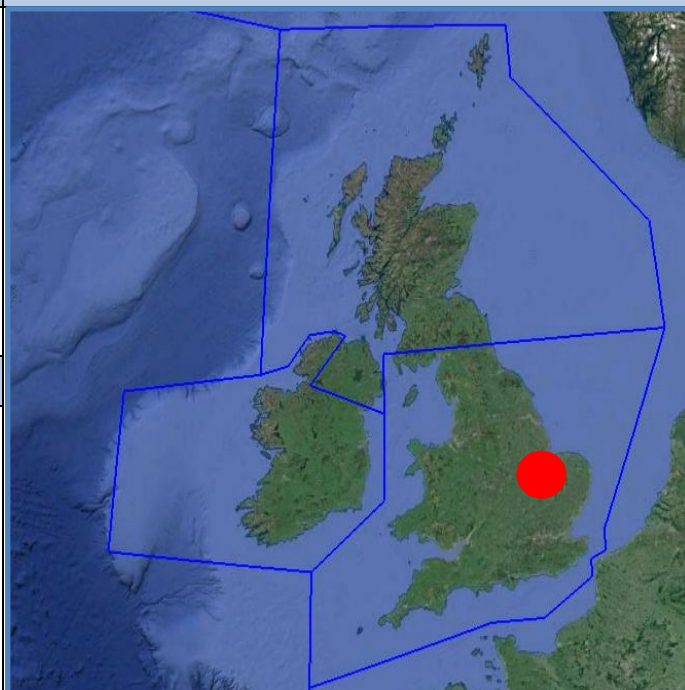
Tactically Issued by ATC

Aircraft Details:
 Type: F406, B200
 Callsign: REV***
NDS Approved:

No

Event Sponsor(s):
 Bluesky
 The Station
 Station Road
 Ashby de la Zouch
 Leicestershire
 LE65 2AS
 01530 518512
 permissions@bluesky-world.com
Aircraft Operator(s):
 RVL Group
 Building 21
 Anson Road
 East Midlands Airport
 DE74 2SA
ATS Units/**Controlling Agencies:**

| | |
|----------------------------|--------------|
| East Midlands ATC | 01332 852993 |
| Lincs TATCC | 01526 347443 |
| Marham ATC | 01760 444949 |
| Swanwick Mil East (78 Sqn) | 01489 612408 |
| Swanwick TC | 02380 401110 |
| Wittering ATC | 01760 444949 |

Geographical Limits:**Airspace Reservations:**

| | |
|--------------------------|--------------|
| EGD207 Holbeach | 01406 550083 |
| EGD220 Marham | 01760 337261 |
| EGD324 Waddington | 01522 727451 |
| Chatteris Parachute site | 01354 740810 |
| Langar Parachute site | 01949 860878 |

Departure/Destination Aerodrome(s)

EGBB

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.
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)
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey between Cranwell and Wittering.
16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 4 hours prior to departure to confirm final details and availability of an ATS. Time of capture is subject to traffic so early engagement is advised.
17. **Priority.** This flight has been 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 the aircraft may be provided vectors / requested to hold to allow most efficient use of airspace.
18. **Air Traffic Service (ATS) Provision – Outside Controlled Airspace (CAS).** The survey area is within the coverage of the following units:
- | | |
|------------------|----------------|
| a. Coningsby | Freq – 119.205 |
| b. East Midlands | Freq – 134.180 |
| c. Marham | Freq – 124.155 |
19. 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.
20. **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 |
21. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
22. 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.
23. **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.
24. **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.
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).

SECTION 3

Area of Operation

27. Chart highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. Flightlines do not display a teardrop turn extending 5nm after flightline.

Chart 1 – Overview

