

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-2202	2.0	01/05/2026	23/03/2026

Civil Aviation
Authority**MILITARY PJE EXERCISE RAC****MILITARY ACTIVITY****Subject to NOTAM: Yes (by Airspace Regulation)****Date(s) of activity/Validity:**

5 May 26 – 8 May 26 inclusive

Times - ALL TIMES UTC1100-0200 *See Section 2 for further details***Vertical Limits:**

SFC – 22000ft AMSL

Allocated Mode 3A (SSR):0033*¹**Aircraft Details:**

See Section 2

NDS Approved:

No

Event Sponsor(s):

OC A Flt, MDS
Airborne Delivery Wing
RAF Brize Norton
Carterton
OXFORDSHIRE
OX18 3LX

Arran.Tilley846@mod.gov.uk
+44 7877866838

Aircraft Operator(s):

Airborne Delivery Wing
RAF Brize Norton
Carterton
OXFORDSHIRE
OX18 3LX

bnz-adwptsops@mod.gov.uk
01993 895052

Main ATS Units/**Controlling Agencies:**

Birmingham ATC	01217 671210
Brize Norton ATC	01993 897526
Bristol ATC	01275 473714
Cardiff ATC	01446 712562
Swanwick AC Shift Supervisor Desk	01489 612420
Swanwick TC Desk ATSA	02380 401110
Swanwick Mil (78 Sqn) – West	01489 612417

Geographical Limits:**Airspace Reservations:**

EGD129 Weston	01993 895147
EGD147 Pontrilas	01432 357311 x 3239
EGD216 Credenhill	01432 357311 x 3239
EGD218 Fairford	01489 612495

Departure/Destination Aerodrome(s)

Brize Norton

ACN Issued by:

AU3

¹ The Mode A code and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified. (UK AIP ENR 1.6 Refers).

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

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. **Airspace Dimensions.** Due to the high level required for the activity, the airspace dimensions are conical in nature to reduce the impact to airspace at lower levels. The breakdown for each of the dropping locations is as follows:
- a. SFC-3000ft AMSL - 3nm radius.
 - b. 3001-6000ft AMSL - 6nm radius.
 - c. 6001-9000ft AMSL - 9nm radius.
 - d. 9001-13000ft AMSL - 12nm radius.
 - e. 13001-18000ft AMSL - 15nm radius.
 - f. 18001-22000ft AMSL - 20nm radius.
28. Drop altitudes are indicative of the requirement and for notification; 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.
29. **Para activity within Danger Areas.** 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 for Managed Danger Areas: **MAMC at 78 Sqn, Swanwick on 01489 612495.**

PARA ACTIVITY WITHIN CONTROLLED AIRSPACE

30. **Exercise aircraft and parachutists must remain clear of any Controlled Airspace (CAS) unless penetration has been approved by the controlling ATC sector.** Access to controlled airspace within the airspace of Swanwick ACC or LTC will be subject to controller workload and the prevailing traffic situation. Should access to CAS not be granted the drops may take place but must do outside the CAS structures.
31. 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’
32. 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 NOTAMs:
- ‘NON-PARTICIPATING MIL ACFT SHOULD AVOID THE AREA AT NIGHT’
33. ADW Ops shall endeavour to inform the relevant Military ATC Supervisor of the intended drop zone, the cone sections requested (named A-F for each structure) and planned drop times at D-1 (24 hours prior). The Military ATC Supervisor is requested to inform the relevant Civil OS/GS of the intended plan. The exercise staff or the aircraft captain of the dropping aircraft must telephone the **Swanwick Mil (78 Sqn) West Supervisor on 01489 612417** as soon as specific dropping times and locations are known, and they will endeavour to co-ordinate the requested activity with the relevant civil sector:
34. Should Swanwick Mil (78 Sqn) not be able to provide an ATS, then a service may be provided as follows:

a. 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**.

b. Pontrilas: The drop aircraft shall remain outside of CAS and below FL195. The sponsor should request a service from the most appropriate Terminal ATC unit.

35. **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.

36. **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.

37. Should ATC have any queries about a serial, they can contact the ADW Duty Ops Assistant on duty number 01993 895052 / 07970 363249 / 07971 585407.

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

39. 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

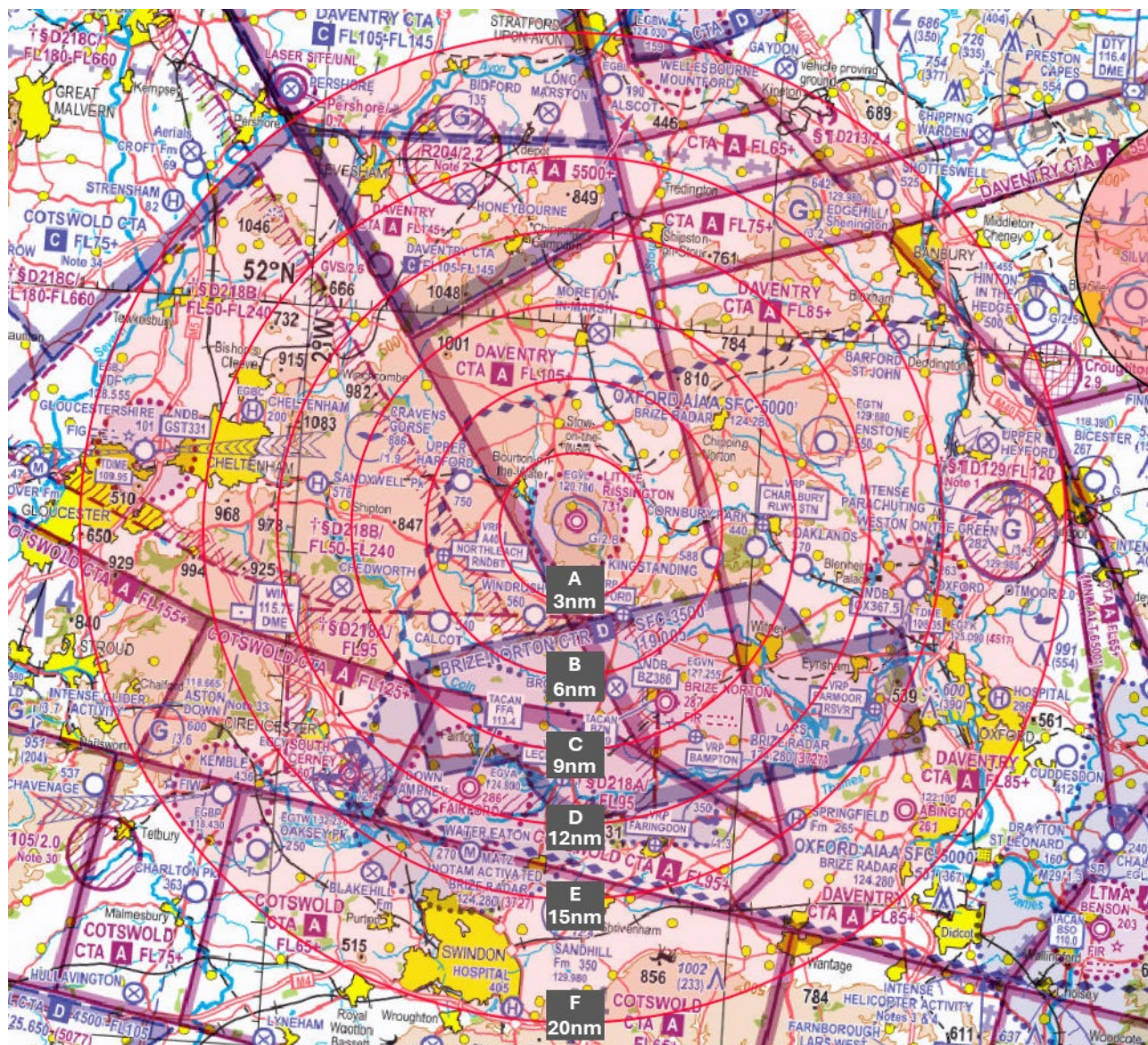
TABLE OF EXPECTED TIMINGS

40. For each sortie, the other DZ will be the alternate location, with a decision made at D-1 which site to use.

DZ	Site lat/long	Date	Estimated Time
Little Rissington <i>Alt. Pontrilas</i>	51°51'46.26"N 001°41'47.82"W 51°58'7.68"N 002°53'14.94"W	5 May 2026	1700Z, 2300Z
Pontrilas	51°58'7.68"N 002°53'14.94"W	6 May 2026	2300Z
Little Rissington (<i>Alt for Pontrilas and weather contingency for 5 May</i>)	51°51'46.26"N 001°41'47.82"W	6 May 2026	1700Z, 2300Z
Pontrilas <i>Alt Little Rissington</i>	51°58'7.68"N 002°53'14.94"W 51°51'46.26"N 001°41'47.82"W	7 May 2026	2300Z

SECTION 3: PJE CHART EXTRACTS

Chart 1 – Little Rissington DZ



Little Rissington areas:

- A – 3nm radius, SFC-3000ft AMSL
- B – 6nm radius, 3001-6000ft AMSL
- C – 9nm radius, 6001-9000ft AMSL
- D – 12nm radius, 9001-13000ft AMSL
- E – 15nm radius, 13001-18000ft AMSL
- F – 20nm radius, 18001-22000ft AMSL

