

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



| ACN Reference: | Version: | Date: | Date of Original |
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| AR-2026-4813 | 1.0 | 02/07/2026 | 30/06/2026 |
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## AERIAL SURVEY BRISTOL GEOFLY

### CAT Z

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

02 Jul – 30 Oct 26

**Times**

0600-1600

**Vertical Limits:**

FL160

**Allocated Mode 3A (SSR):**

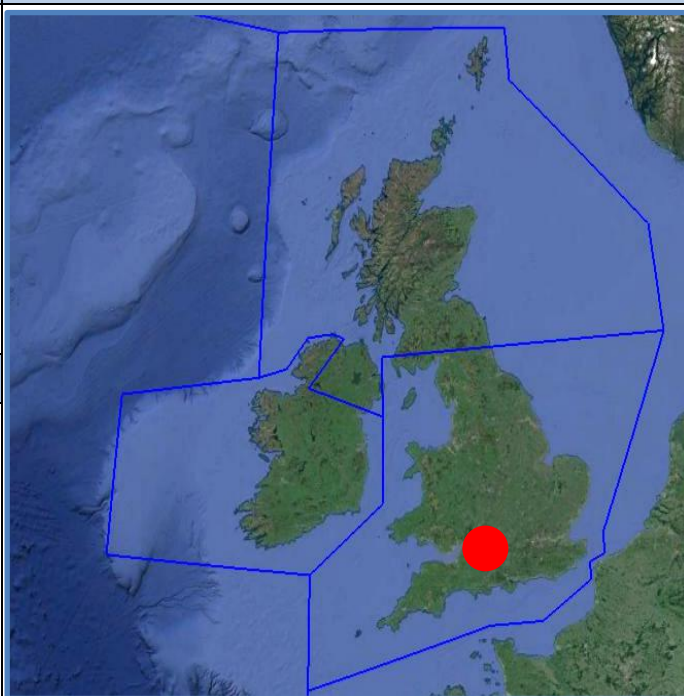
Tactically Issued by ATC

**Aircraft Details:**
 Type: AC95, AC90  
 Callsign: N980AE, N449LC
**NDS Approved:**

No

**Event Sponsor(s):**
 GeoFly GmbH  
 Ottersleber Chaussee 91  
 39120, Magdeburg, Germany  
 Tel.: 0391 509595-8120  
 Fax: 0391 5095958-99  
[daily-ops@geofly.eu](mailto:daily-ops@geofly.eu)  
[www.geofly.eu](http://www.geofly.eu)
**Aircraft Operator(s):**
 GeoFly GmbH  
 Ottersleber Chaussee 91  
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[daily-ops@geofly.eu](mailto:daily-ops@geofly.eu)  
[www.geofly.eu](http://www.geofly.eu)
**ATS Units/  
Controlling Agencies:**

|                   |              |
|-------------------|--------------|
| Brize Norton      | 01993 897878 |
| Boscombe Down     | 01980 663246 |
| Swanwick ACC      | 01489 612420 |
| Swanwick Mil West | 01489 612417 |

**Geographical Limits:****Airspace Reservations:**
 D218B Fairford – 01489 612495  
 D124 Lavington – 01980 674710  
 D122A Wessex West – 01980 663246  
 D123 Imber – 01980 674710
**Departure/Destination Aerodrome(s)**

EGTK

**ACN Issued by:**

AU8

## 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](mailto:AROps@caa.co.uk)

## SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey ivo Bristol.
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. Boscombe Down      Freq – 126.705
  - b. Brize Norton      Freq – 124.280
  - c. Swanwick Mil West      Freq – 135.150
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).



