

**AIRSPACE CO-ORDINATION NOTICE**  
**Safety and Airspace Regulation Group**


<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
AR-2023-38452	2.0	17/01/2024	08/11/2023
<b>Aerial Survey Cumbria Bluesky</b>			
<b>CAT Z</b>			
<b>Subject to NOTAM: No</b>			
<b>Date(s) of activity/Validity:</b>		<b>Times - ALL TIMES UTC<sup>1</sup></b>	
1 Feb 24 – 31 Oct 24		Daylight Hours	
<b>Vertical Limits:</b>		<b>Allocated Mode 3A (SSR):</b>	
FL100		Tactically Issued by ATC	
<b>Aircraft Details:</b>		<b>NDS Approved:</b>	
Type: BE20 F406	No		
Callsign: REV1FK REV1ZT REV6LG REV6ND PHxxx			
<b>Event Sponsor(s):</b>		<b>Aircraft Operator(s):</b>	
Bluesky International Ltd. The Station, Station Road Ashby de la Zouch Leicestershire LE65 2AS 01530 518512 <a href="mailto:permissions@bluesky-world.com">permissions@bluesky-world.com</a>		RVL Aviation Ltd. RVL House Building 21, Anson Road East Midlands Airport Castle Donington DE74 2SA	
<b>ATS Units/ Controlling Agencies:</b>		<b>Geographical Limits:</b>	
Swanwick Mil West 01489 612417 Scottish ACC 01294 655300 Warton (for info) 01772 852392			
<b>Airspace Reservations:</b>			
D510 01697 749486/749488 D512 01912 394261			
<b>Departure/Destination Aerodrome(s)</b>		<b>ACN Issued by:</b>	
EGBB		AU3	

<sup>1</sup> **AIS Temporal Reference System:** Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.

## 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) – AU3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880



28. **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.*

29. **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).

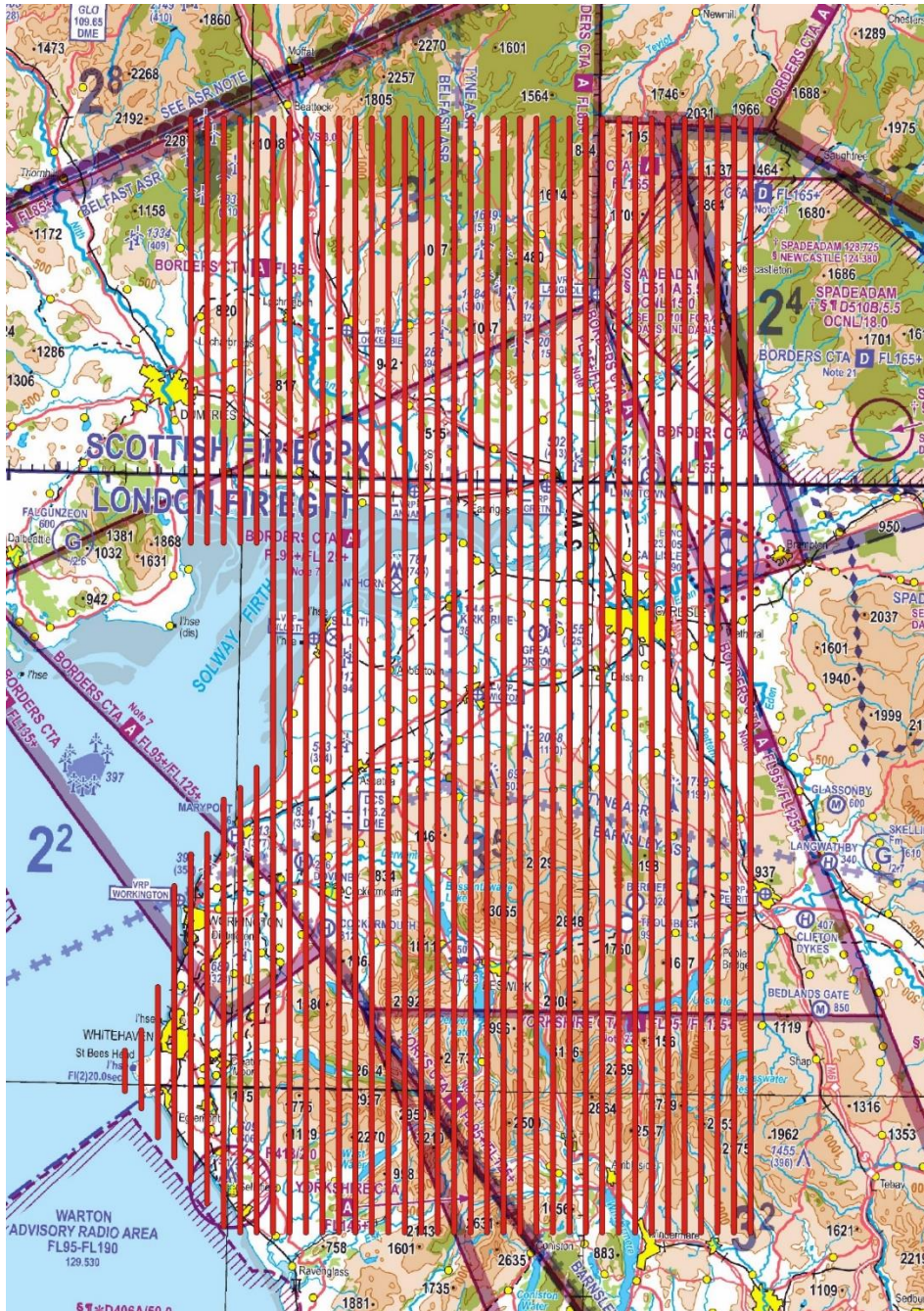


### SECTION 3

#### Area of Operation

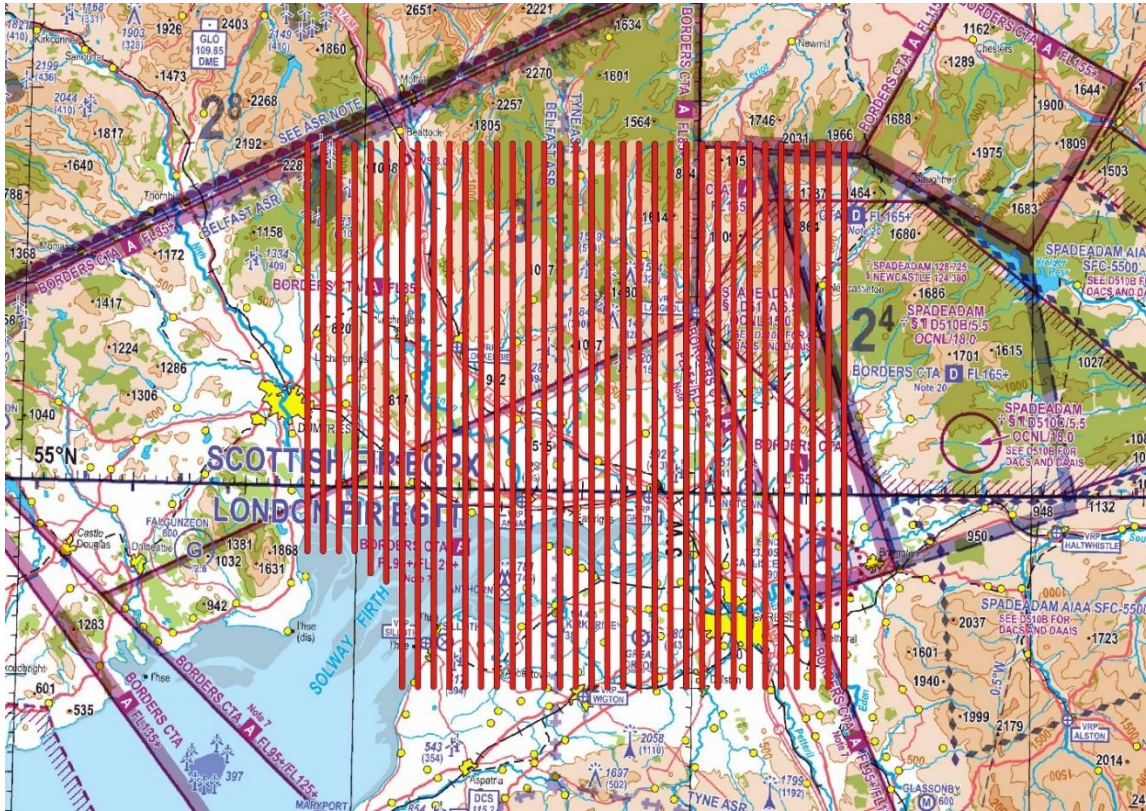
30. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. Runs shown do not include procedural ~5nm turn to position for each survey leg.

Chart 1 100K Grid Option





### Chart 2 50K Grid Option



### Chart 3 50K Grid Option

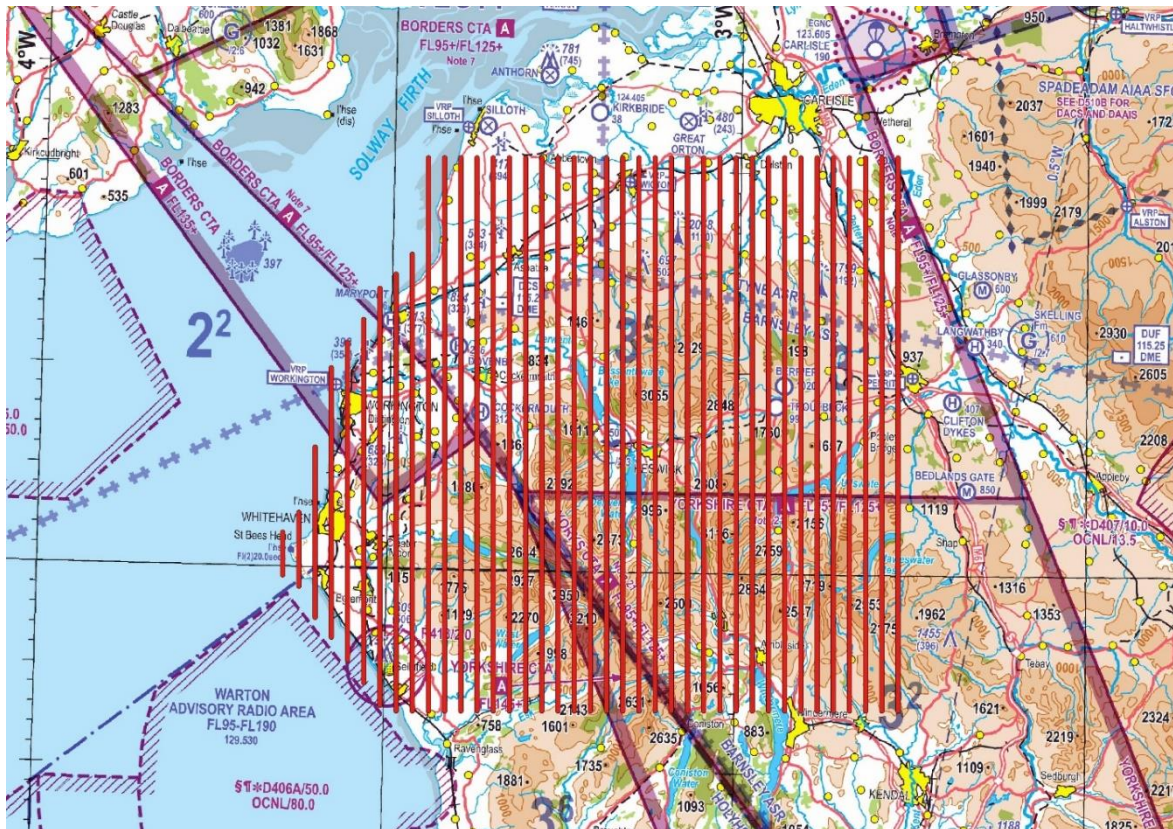




Chart 4 50K Grid Option (Opposite Orientation)

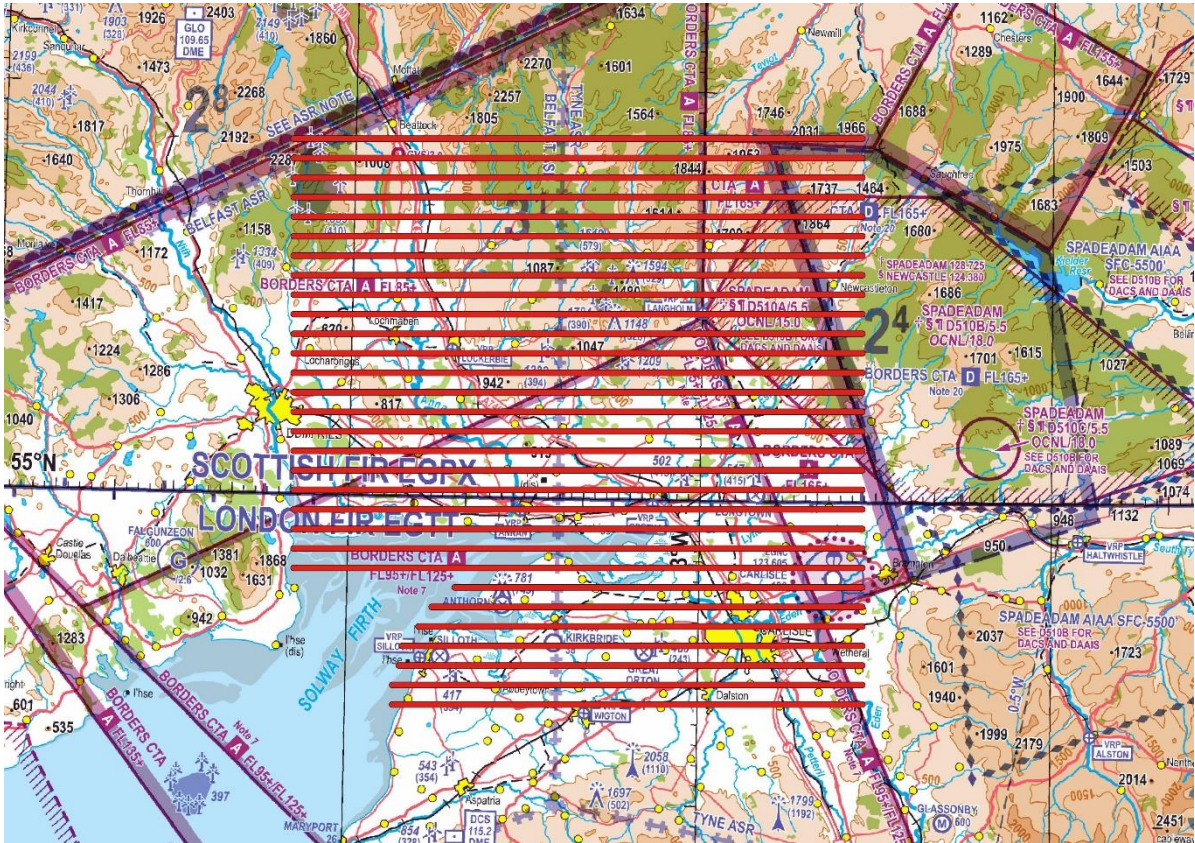


Chart 5 50K Grid Option (Opposite Orientation)

