

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
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AR-2024-7951	1.0	04/12/2024	19/11/2024
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Civil Aviation Authority

**MILITARY PJE**  
**Ex R1 RE-VAL 1/25**  
**Drop Zones - Leeming, Sculthorpe, Pontrilas**

**MILITARY ACTIVITY****Subject to NOTAM:** Yes (by Airspace Regulation)**Date(s) of activity/Validity:**8<sup>th</sup> – 10<sup>th</sup> January 2025**Times - ALL TIMES UTC**

18:00 – 04:00

**Vertical Limits:**

SFC – 18,000ft AMSL (conical structure, described in section 2)

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

0033\*1

**Aircraft Details:**
 Type: *TBN on the Day*  
 Callsign: *TBN on the Day*
**NDS Approved:**

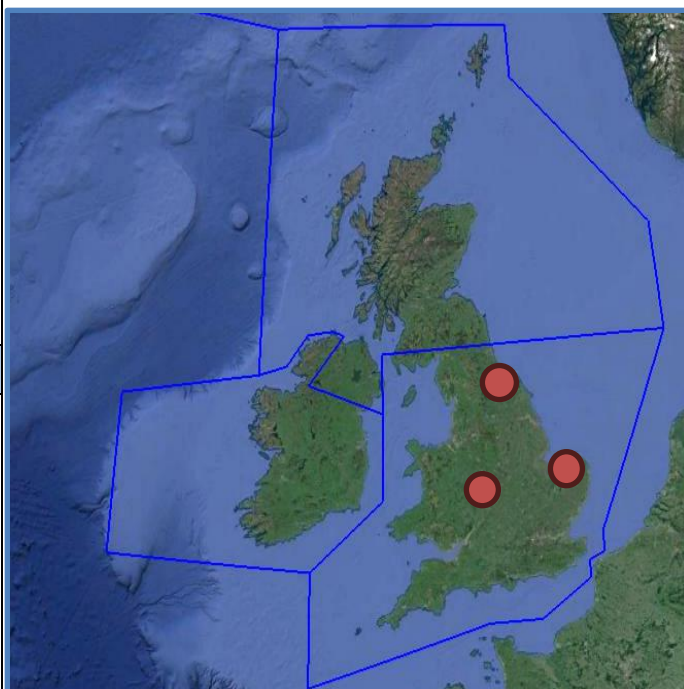
Not applicable

**Event Sponsor(s):**
 OC A Flt, MDS, ADW  
[arran.tilley846@mod.gov.uk](mailto:arran.tilley846@mod.gov.uk),  
 RAF Brize Norton, ADW  
 MAB Delivery Squadron,  
 Oxfordshire,  
 OX18 3LX  
 +44 7877866838
**Aircraft Operator(s):**

Ministry of Defence

**ATS Units/****Controlling Agencies:**

Brize Norton	01993 897526
Leeming	01677 457210
Marham	01760 444949
Newcastle	0191 214 8130
Norwich	01603 420641
Prestwick ACC	01294 655300
Swanwick ACC	01489 612420
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417
Teeside	01325 331020

**Geographical Limits:****Airspace Reservations:**
 EG D147 Pontrilas  
 EG D207 Holbeach  
 EG D216 Credenhill  
 EG D218C Fairford (MAMC Managed)
**Departure/Destination Aerodrome(s)**

EGVN (departure), Drop zones as detailed throughout.

**ACN Issued by:**

AU3

<sup>1</sup> 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.
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) – AS3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

15. This ACN details the drop zones and coordination required to facilitate Military para training activity at three sites across the UK (Leeming, Sculthorpe and Pontrilas Army Training Area). The sponsor aims to undertake 1x night jump serial requiring the correct weather conditions. It is anticipated that once this is achieved no further serials will be required.

16. **Notification.**

- a. The sponsor shall contact the relevant ATC agencies 2 days prior to the activity to indicate the likelihood of the activity taking place at one of the specified locations. The sponsor should maintain active communication with relevant ATC agencies and ensure they are kept well informed of planned areas and timings.
- b. The sponsor shall contact the relevant ATC agencies at least 2 hours prior to the first estimated departure to discuss the planned activity and arrange estimated drop windows based on the requirement to reduce the impact to ATC operations.
- c. The sponsor should contact all relevant ATC agencies no later than 30 minutes prior to the estimated departure of the aircraft, based on the schedule agreed in principle during the first call of the day to confirm the time to drop is still viable.
- d. Should, following the initial agreement in principle, the ATC discover a potential conflict that would require the schedule to change, they are requested to contact the Sponsor to discuss further options.
- e. The sponsor is to provide a contact number for the Ops Team to the relevant ATC agencies. This number is to be continuously monitored throughout the operating window.

17. **Drop Duration Timings.** The sponsor estimates that the activity will require no longer than 90 minutes to allow for 1 descent profile and 3 to 4 passes of the aircraft. Tactical coordination of the activity prior to, during and after, within the airspace may be required between ATC agencies and the aircraft.

18. **Aircraft.** The activity can be conducted from any of the following aircraft types:

- a. A400M
- b. C17

19. **NOTAM Action.** The Sponsor, through ADW Ops, is to submit all NOTAM requests to AR Ops, no later than 14:00 UTC 2 days prior to each drop, via the [Portal](#). Back copies will be sent to both the Sponsor and relevant ATC agencies. NOTAM requests should include the following remark:

*AIRSPACE COORDINATION NOTICE AR-2024-7951 REFERS*

20. **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.

21. **Drop Zones (DZ) Airspace requirement.** In order to facilitate the PJE activity a layered conical airspace structure is required at each Drop Zone. This structure will be NOTAM'd and is purely for the PJE activity. All current airspace constructs remain and access to CAS must be coordinated through the appropriate ATC agency. The construct is detailed below:

- a. SFC - 3000ft (3Nm radius)
- b. 3001ft – 6000ft (6Nm radius)
- c. 6001ft – 9000ft (9Nm radius)

- d. 9001ft – 13000ft (12Nm radius)
- e. 13001ft – 18000ft (15Nm radius)

22. **Drop Zones (DZ).** There are three areas where the activity may take place:

- a. Leeming Airfield DZ
  - i. 541790N 0013215W
- b. Sculthorpe
  - i. 525102N 0004616W
- c. Pontrilas Army Training Area
  - i. 515813N 0025325W

23. When approved by ATC the delivery aircraft shall position in relation to the DZ in use. Prior to releasing parachutists, the pilot shall confirm with ATC approval to commence the jump. After dispatch, the aircraft shall follow the parachutists down and confirm to ATC once all parachutists are on the ground.

24. **Access to Controlled Airspace (CAS) & Air Traffic Service (ATS) Provision.** Access to CAS is subject to the traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

25. **PARA ACTIVITY WITHIN CONTROLLED AIRSPACE.** Exercise aircraft must remain clear of any CAS unless penetration has been approved by the controlling ATC sector.

26. Access to controlled airspace within the airspace of Swanwick ACC or Prestwick ACC will be subject to controller workload.

27. 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`

28. 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`

29. ADW Ops shall endeavour to inform the relevant Military ATC Supervisor of the intended drop zones at D-1 (24 hours prior). The Military ATC Supervisor is requested to inform the relevant OS of the intended plan.

30. **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.

31. **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.

32. **ATS Provision – Outside CAS.** The event is within the coverage of the following units:

- a. Brize Norton    Freq 124.280

- |                        |                   |
|------------------------|-------------------|
| b. Marham              | Freq 124.155      |
| c. Newcastle           | Freq 124.380      |
| d. Leeming             | Freq 133.380      |
| e. Swanwick Mil – East | Freq - On request |
| f. Swanwick Mil – West | Freq - On request |

33. 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.

34. **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)

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

36. 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.

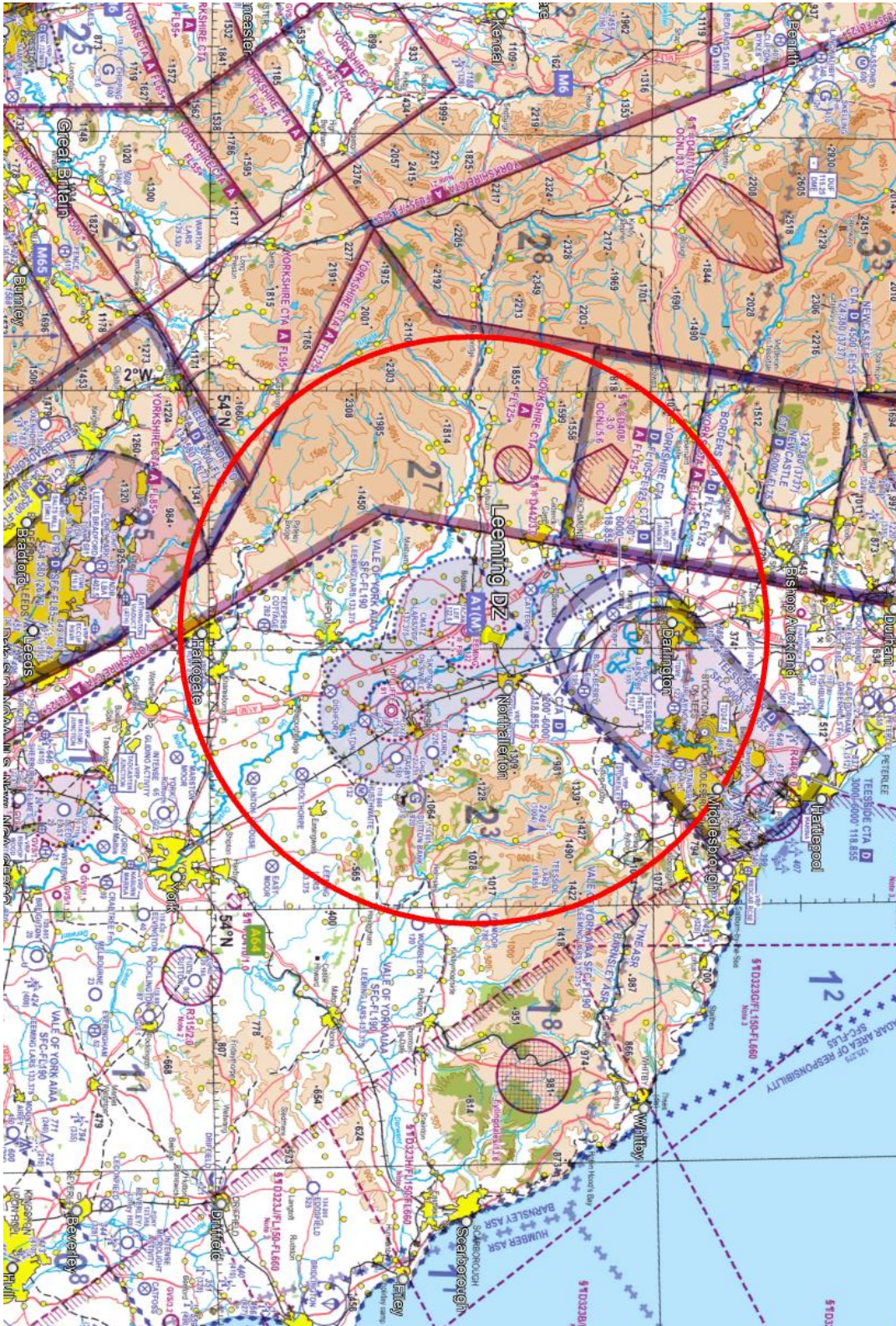
37. **Special Use Areas (SUAs).** Access to any SUA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

### SECTION 3

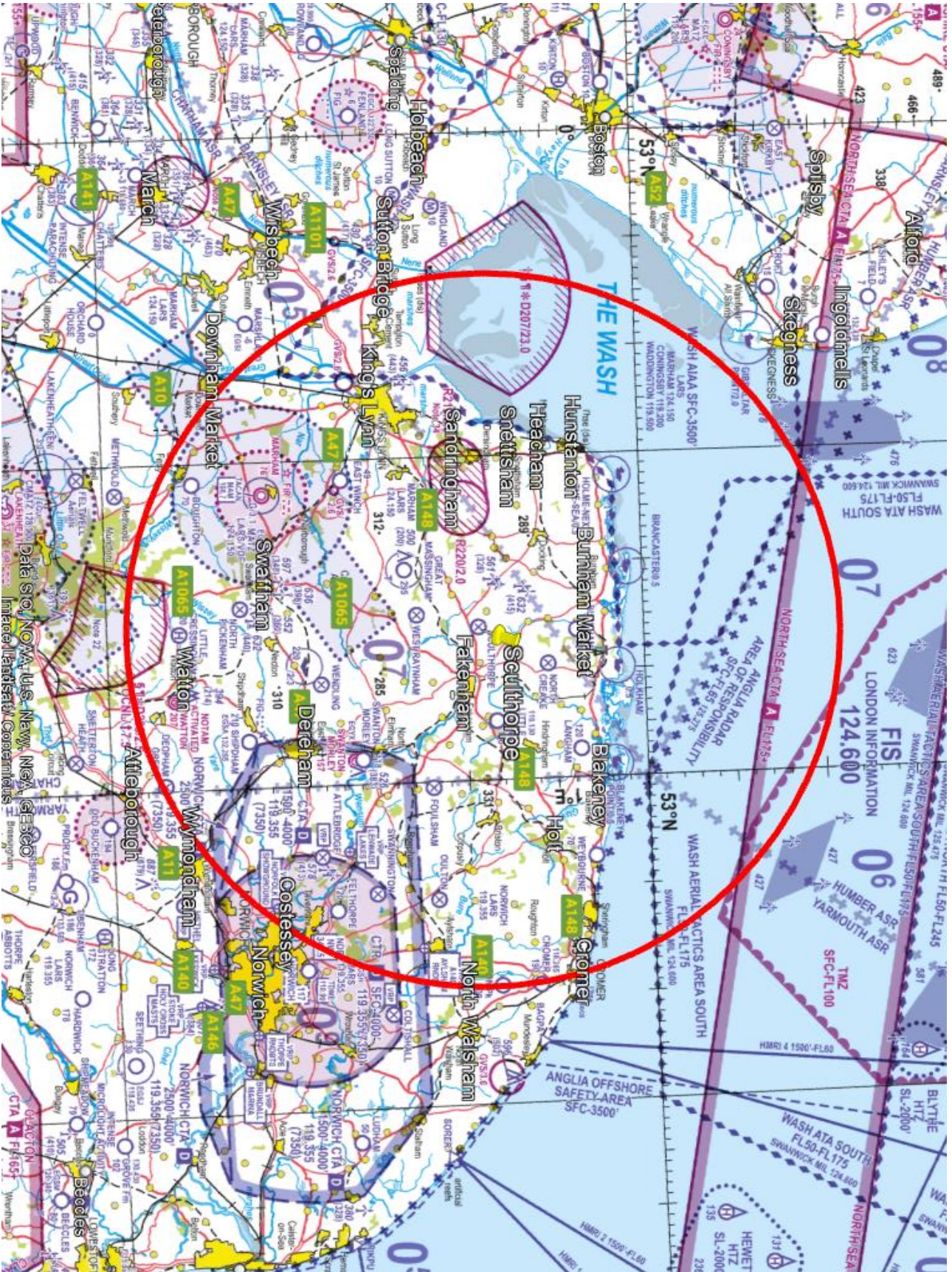
#### Area of Operation

38. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

Chart 1 – Leeming DZ



### Charts 2 – Sculthorpe DZ



### Charts 3 – Pontrilas DZ

