

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
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2023-04-0067	1.0	24/03/2023	15/03/2023
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Civil Aviation
Authority

AERIAL SURVEY NORTHWEST SCOTLAND

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:

25th March 2023 – 30th November 2023

Times - ALL TIMES UTC

SR - SS

Vertical Limits:

12,400ft – 14,100ft AMSL

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: B200, BE9L

Callsign: WKTxx

NDS Approved:

Not applicable

Event Sponsor(s):

Ordnance Survey Flying Unit

Gamston Airport

Retford

Nottinghamshire

DN22 0QL

01777 838434

flyingunit@os.uk

Aircraft Operator(s):

DEA Aviation

Gamston Airport

Retford

Nottinghamshire

DN22 0QL

01777 838731

operations@dea.aero

ATS Units/

Controlling Agencies:

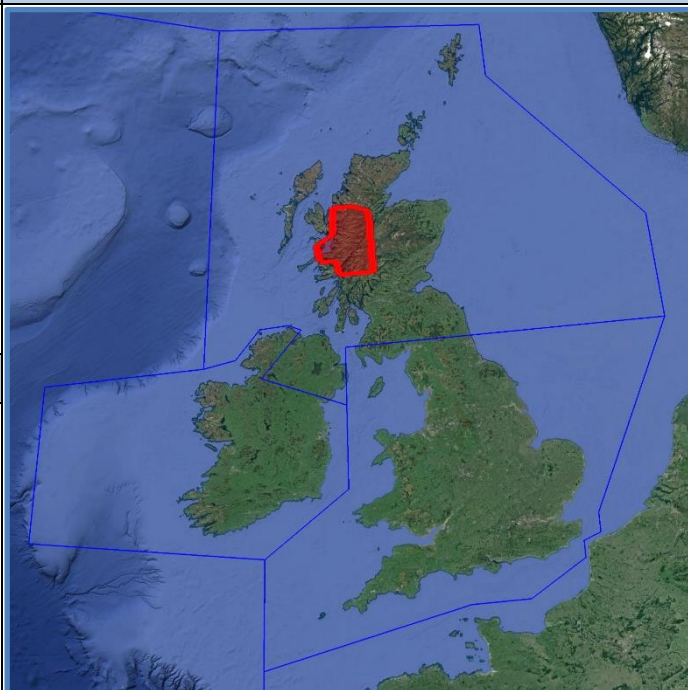
Prestwick ACC

Swanwick Mil (78 Sqn) – North

01294 655300

01489 612943

Geographical Limits:



Airspace Reservations:

AARA 01

NSGA 1

Overland – Scotland

Scotland

01489 612495

See Para 25

Departure/Destination Aerodrome(s)

EGNE

ACN Issued by:

AS3

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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey across parts of Northwest Scotland and consists of nine blocks:

a. HIGH01_23	09 Legs	2h 00m	13,300ft – 13,700ft AMSL
b. HIGH02_23	09 Legs	1h 50m	13,700ft – 14,100ft AMSL
c. HIGH03_23	09 Legs	1h 45m	13,400ft – 14,800ft AMSL
d. HIGH04_23	09 Legs	1h 30m	12,900ft – 13,600ft AMSL
e. HIGH05_23	09 Legs	1h 30m	13,100ft – 13,700ft AMSL
f. HIGH06_23	13 Legs	1h 30m	FL130 (FL140 Acceptable)
g. HIGH07_23	10 Legs	1h 50m	12,400ft – 13,100ft AMSL
h. HIGH08_23	10 Legs	1h 50m	12,400ft – 13,400ft AMSL
i. HIGH09_23	10 legs	2h 00m	13,700ft – 14,000ft AMSL

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.

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 – Controlled Airspace (CAS).** Access to controlled airspace is subject to the prevailing traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

19. **ATS Provision – Outside CAS.** The survey area is within the coverage of the following units:

- a. Prestwick ACC
- b. Scottish Information 127.275
- c. Swanwick Mil – North 134.300 MHZ

20. 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.

21. **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)

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

23. 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.

24. **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.

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.*

SECTION 3

Area of Operation

26. Charts highlighting the area of operation are shown below. These are for illustrative purposes only, not for operational planning and does not show a potential 5km procedural turn at the end of each leg.

Chart 1 – Overview

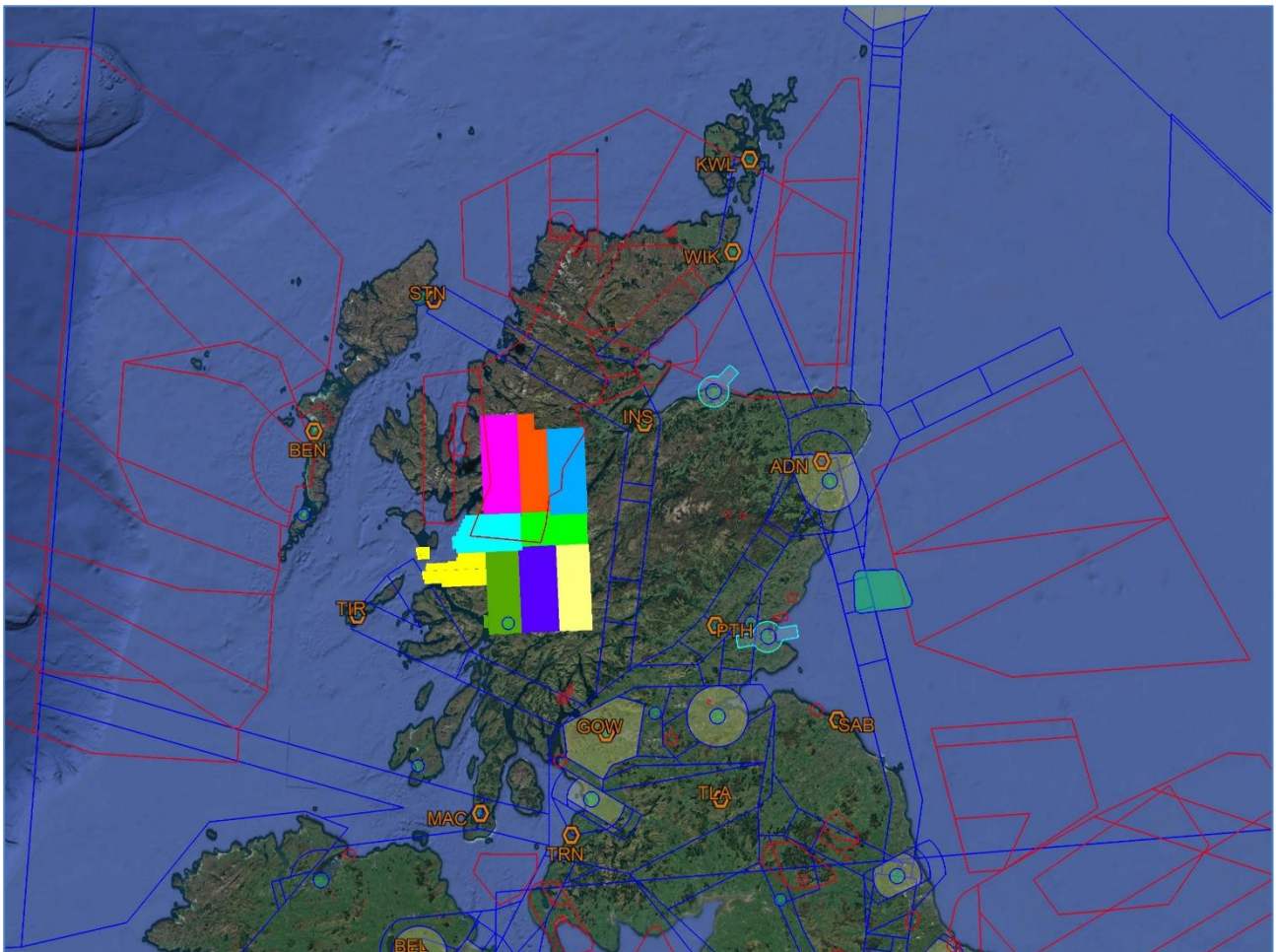


Chart 2 – Block 1
13,300ft – 13,700ft AMSL

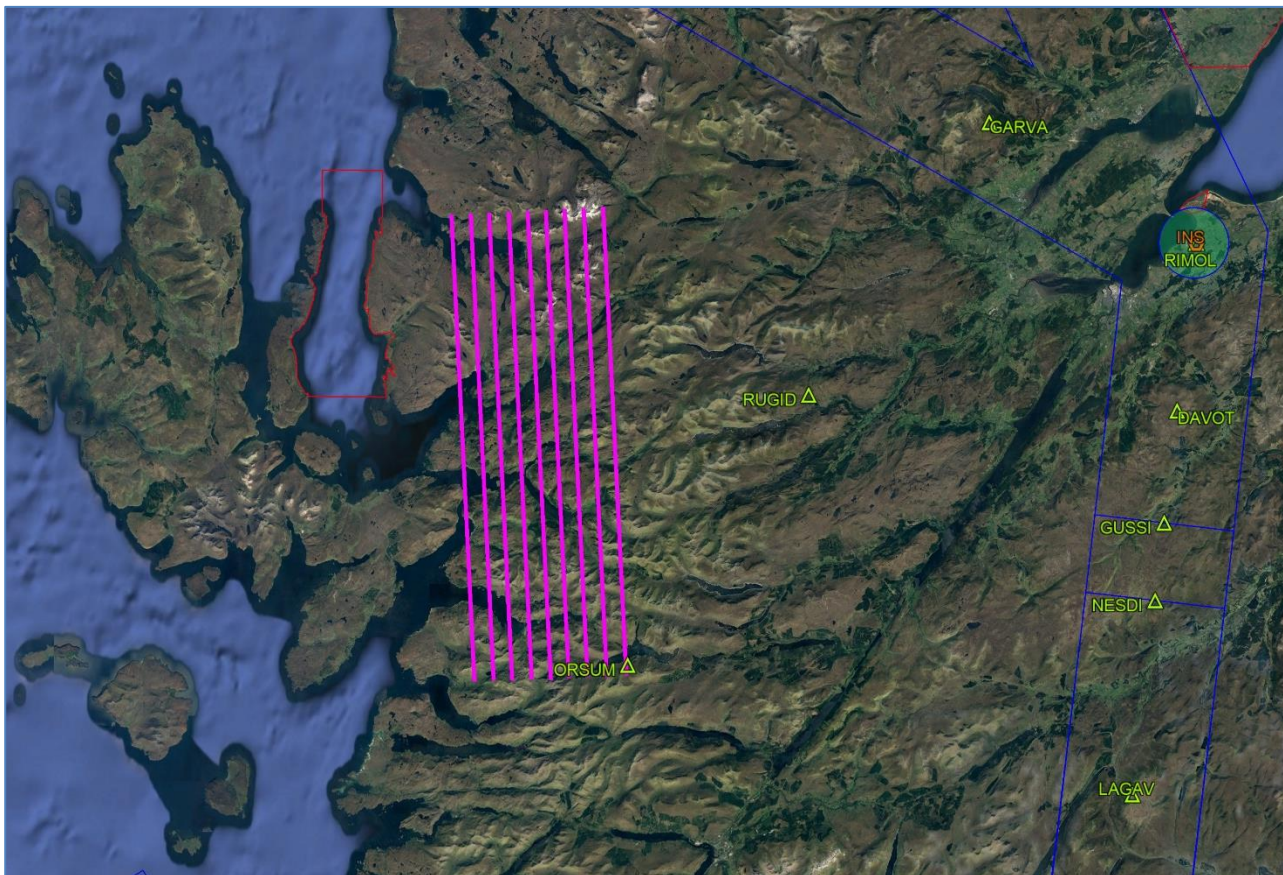


Chart 3 – Block 1
13,300ft – 13,700ft AMSL

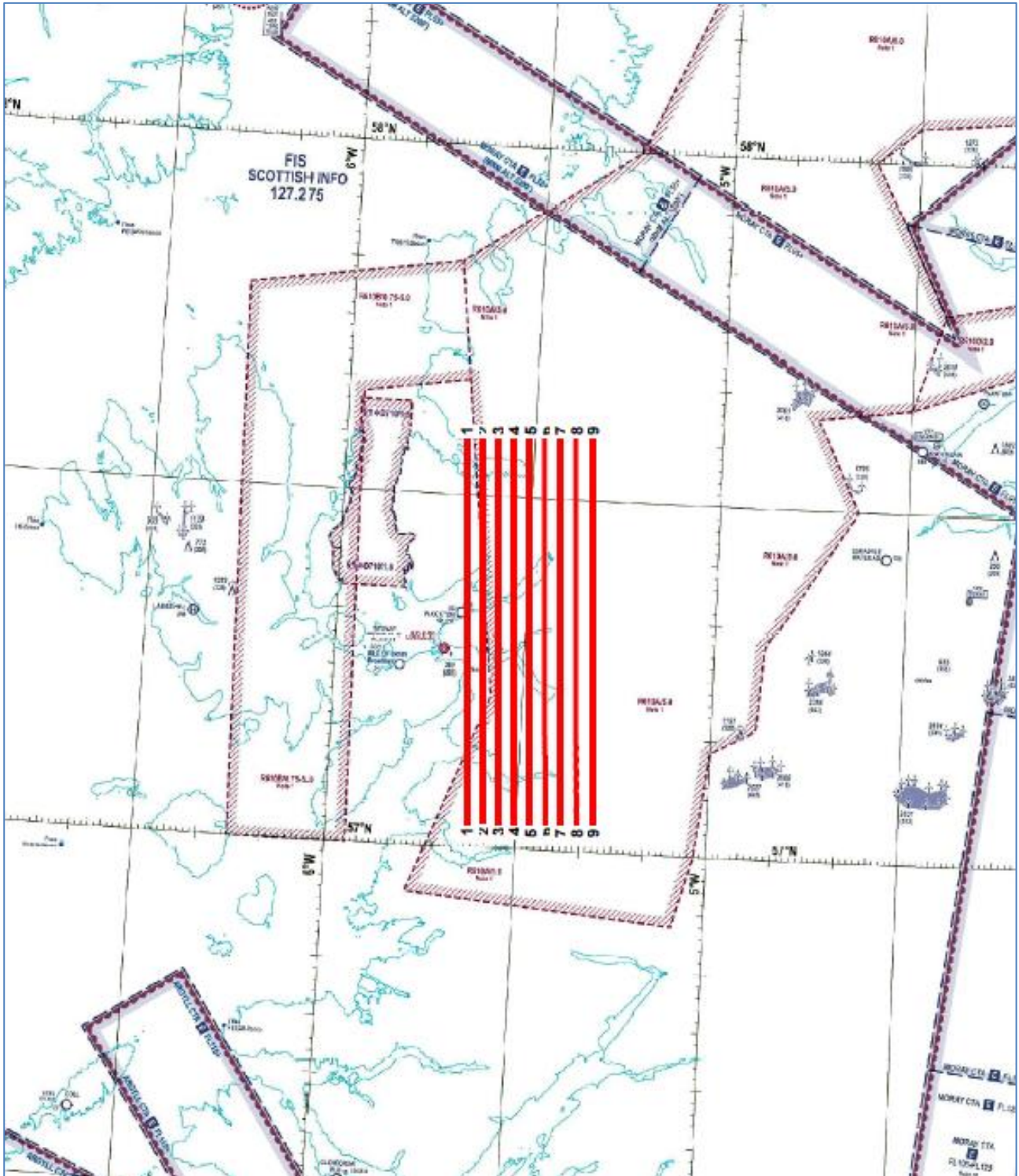


Chart 4 – Block 2
13,700ft – 14,100ft AMSL

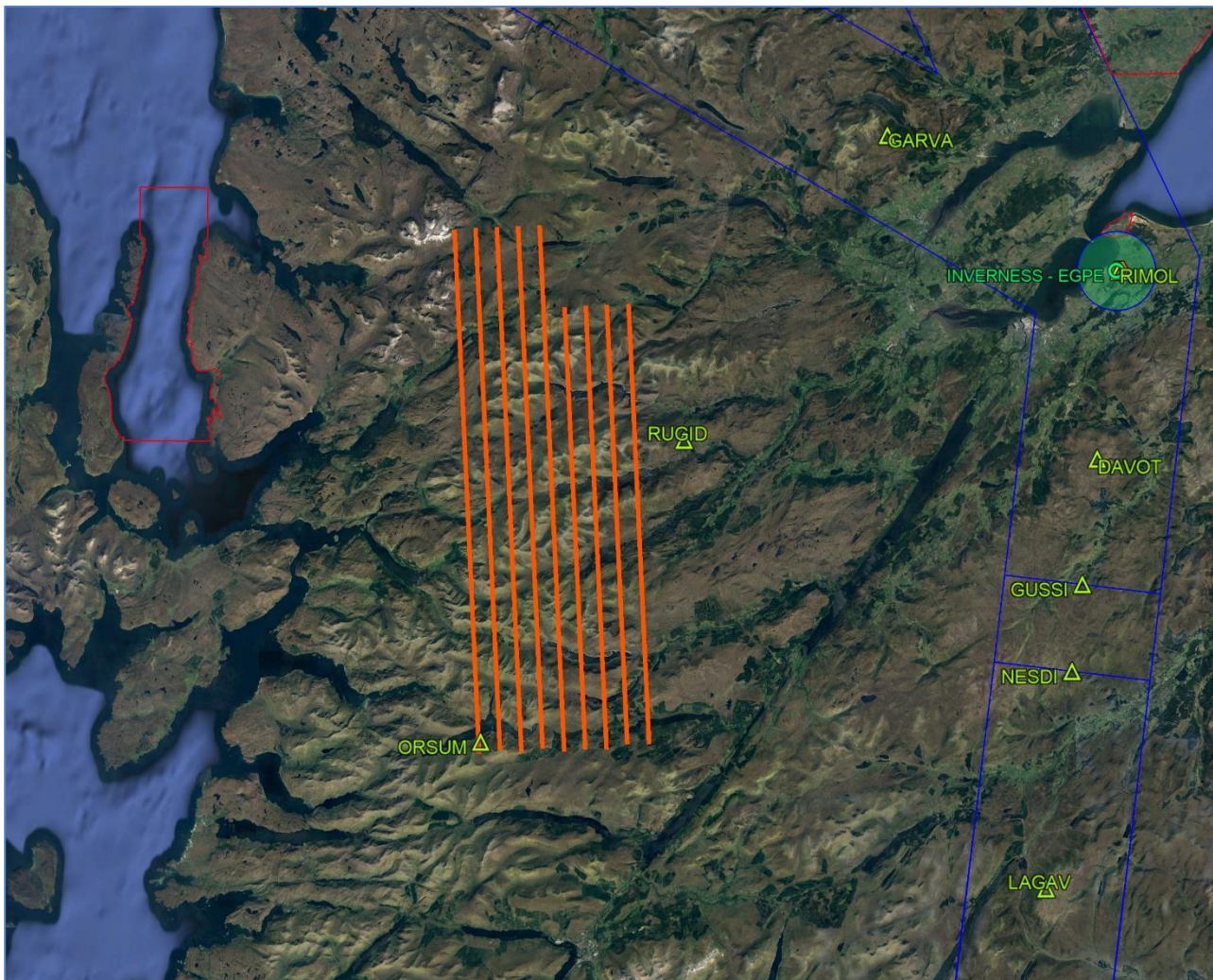


Chart 5 – Block 2
13,700ft – 14,100ft AMSL

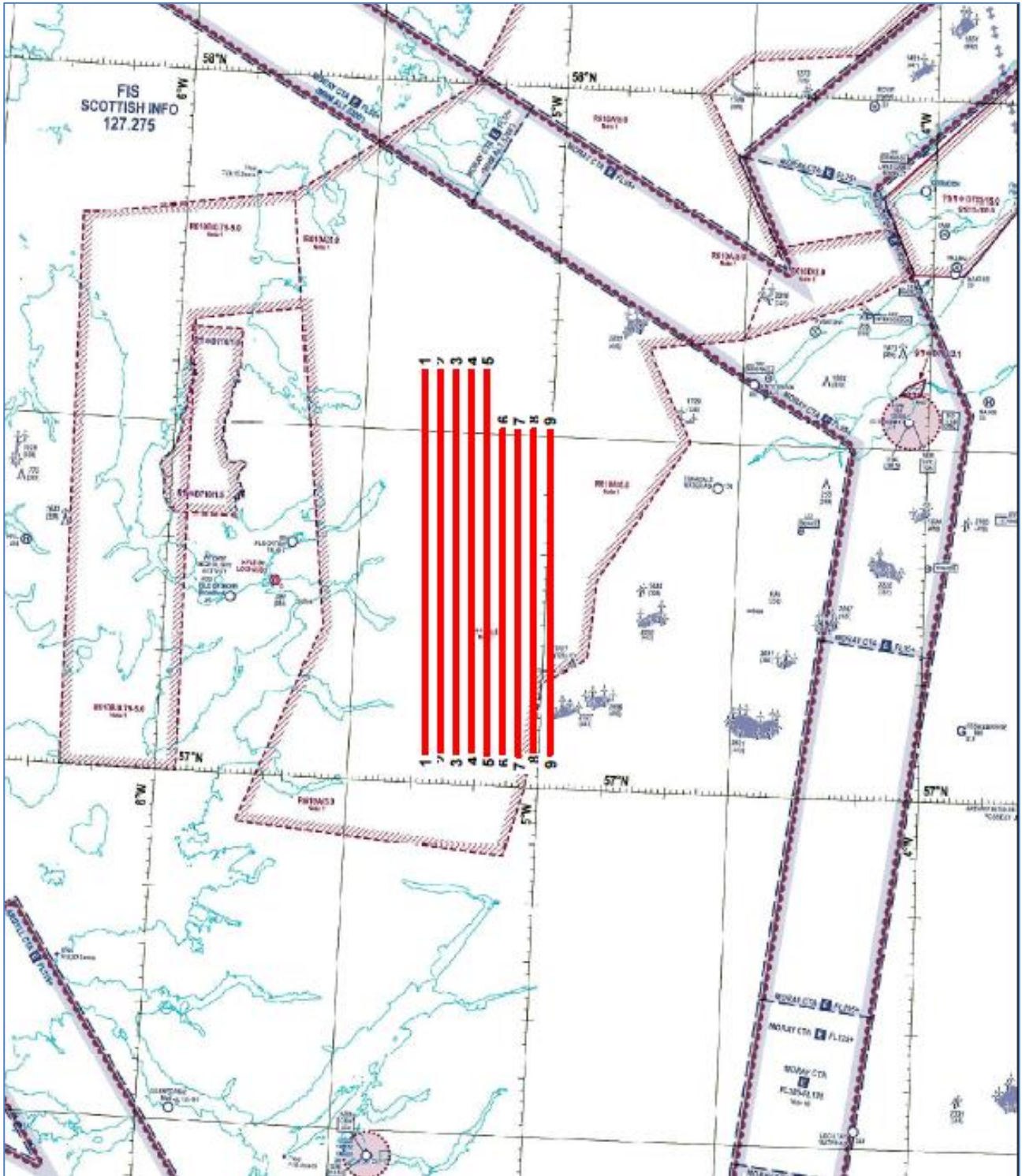


Chart 6 – Block 3
13,400ft – 13,800ft AMSL

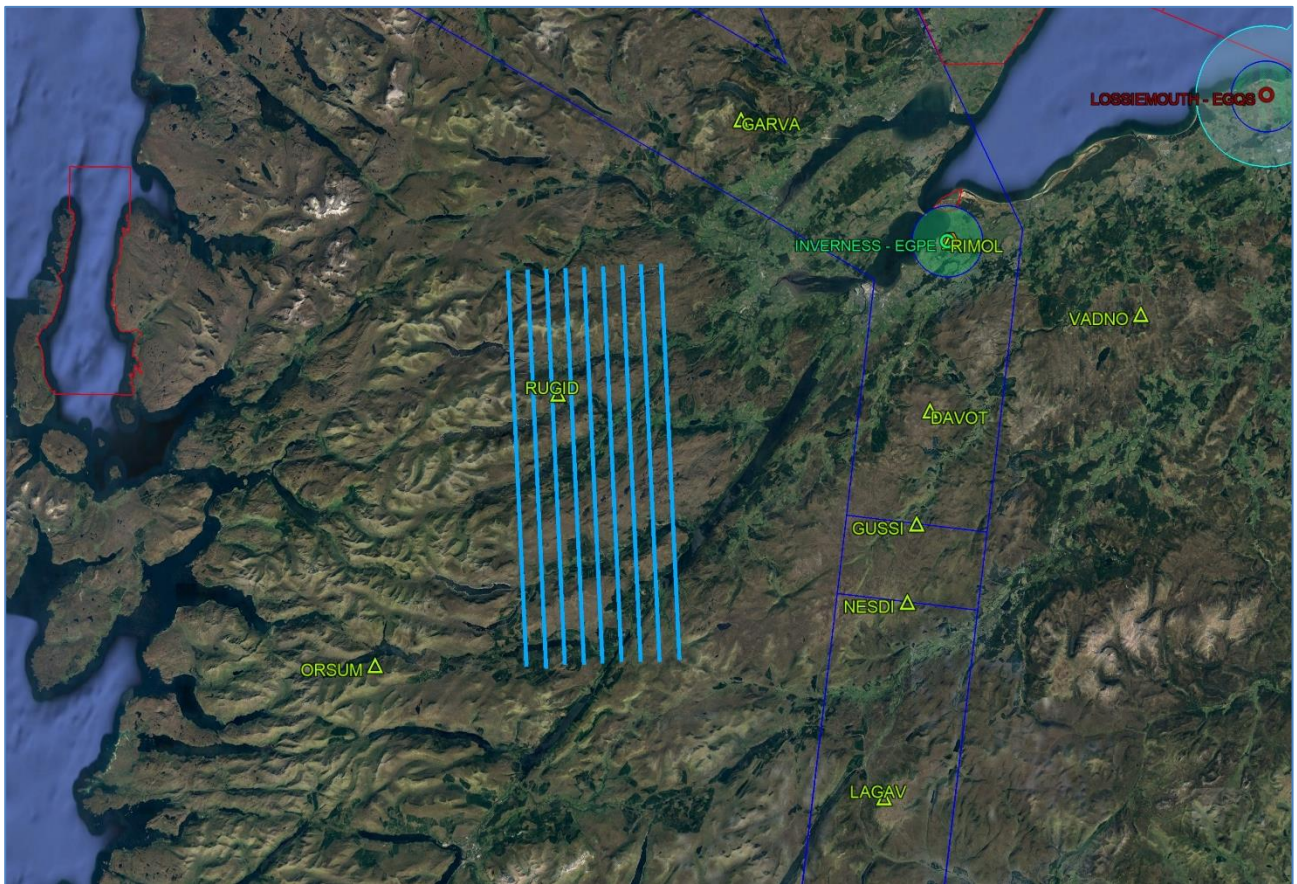


Chart 7 – Block 3
13,400ft – 13,800ft AMSL

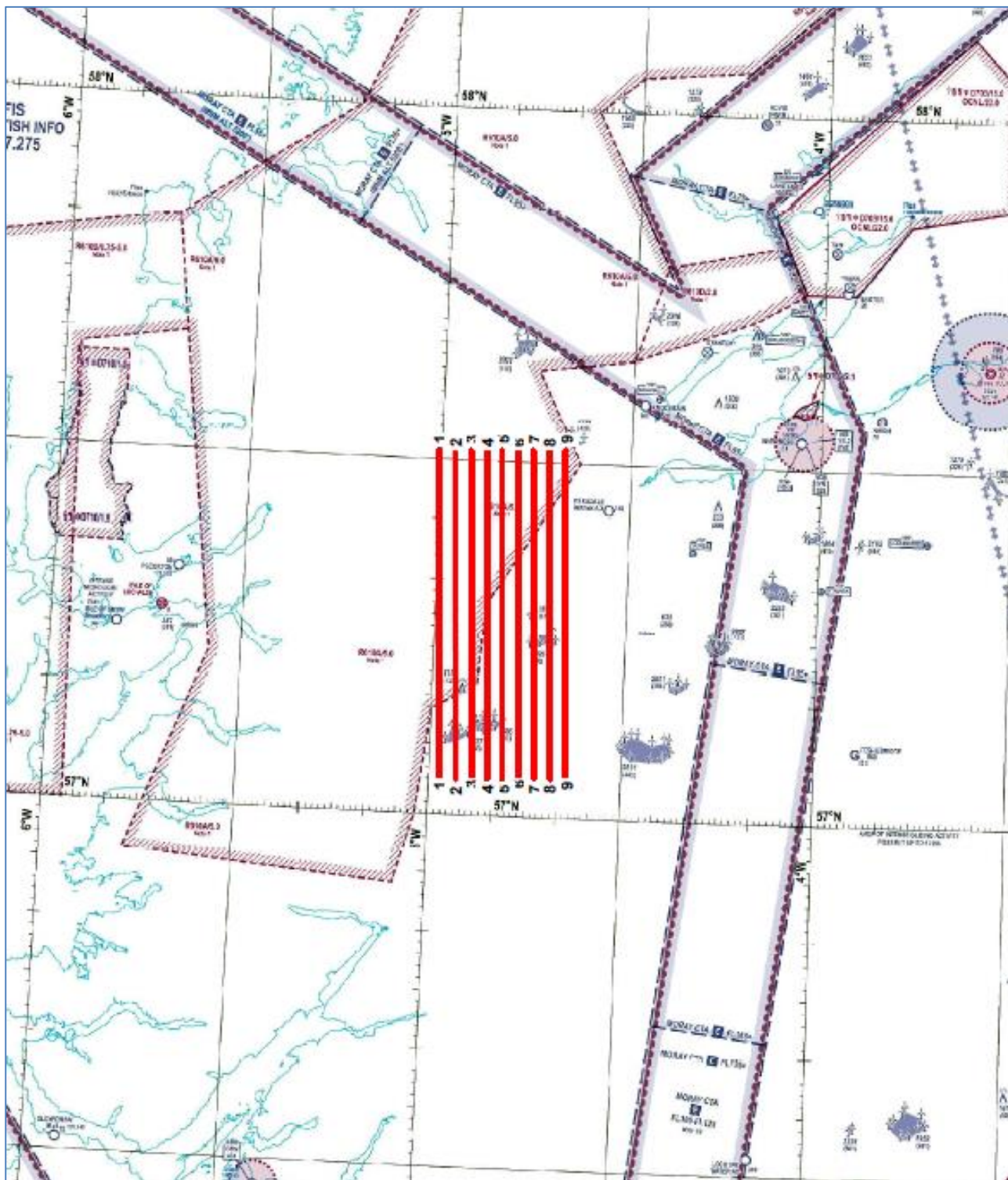


Chart 8 – Block 4
12,900ft – 13,600ft AMSL

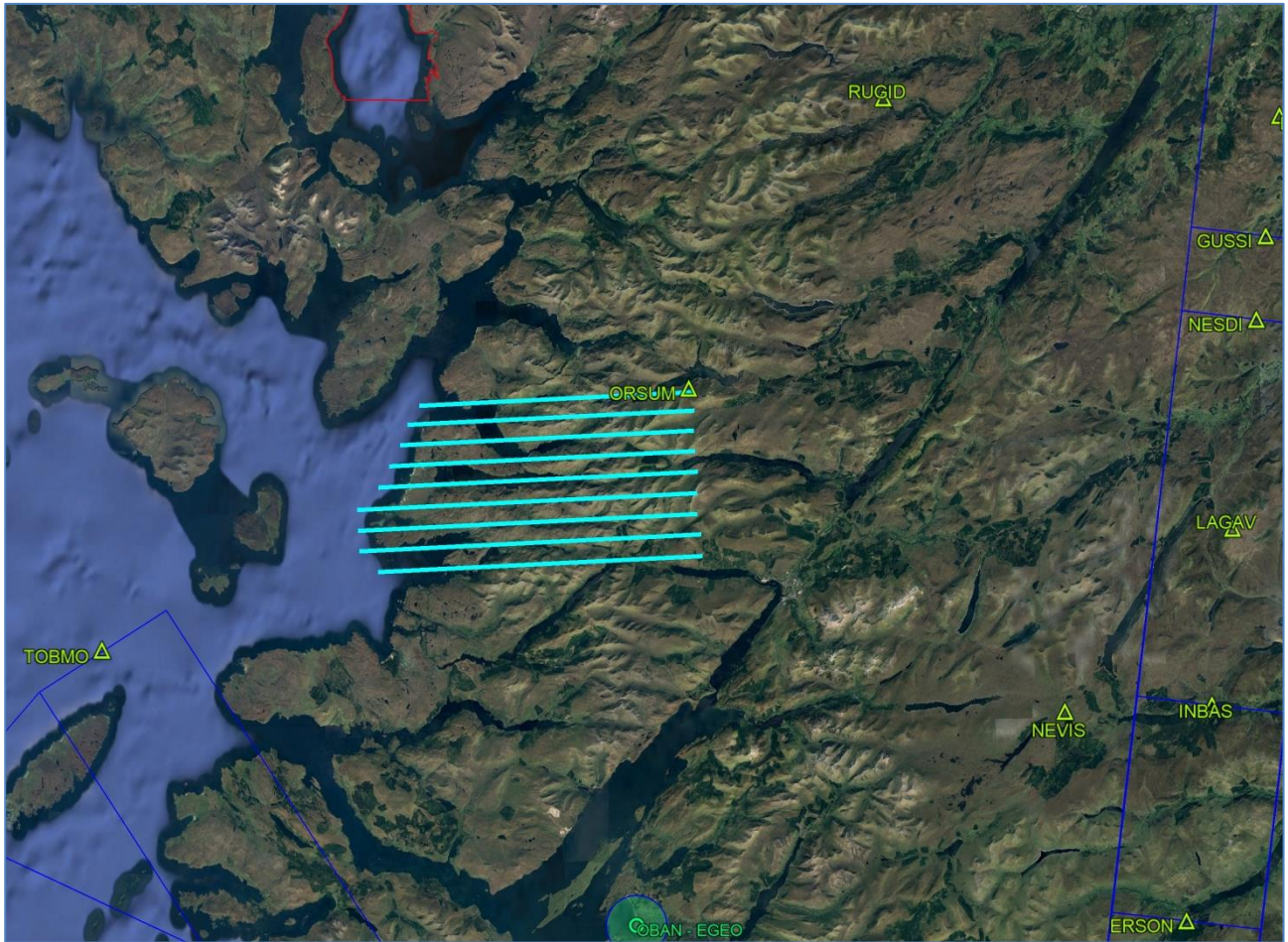


Chart 9 – Block 4
12,900ft – 13,600ft AMSL

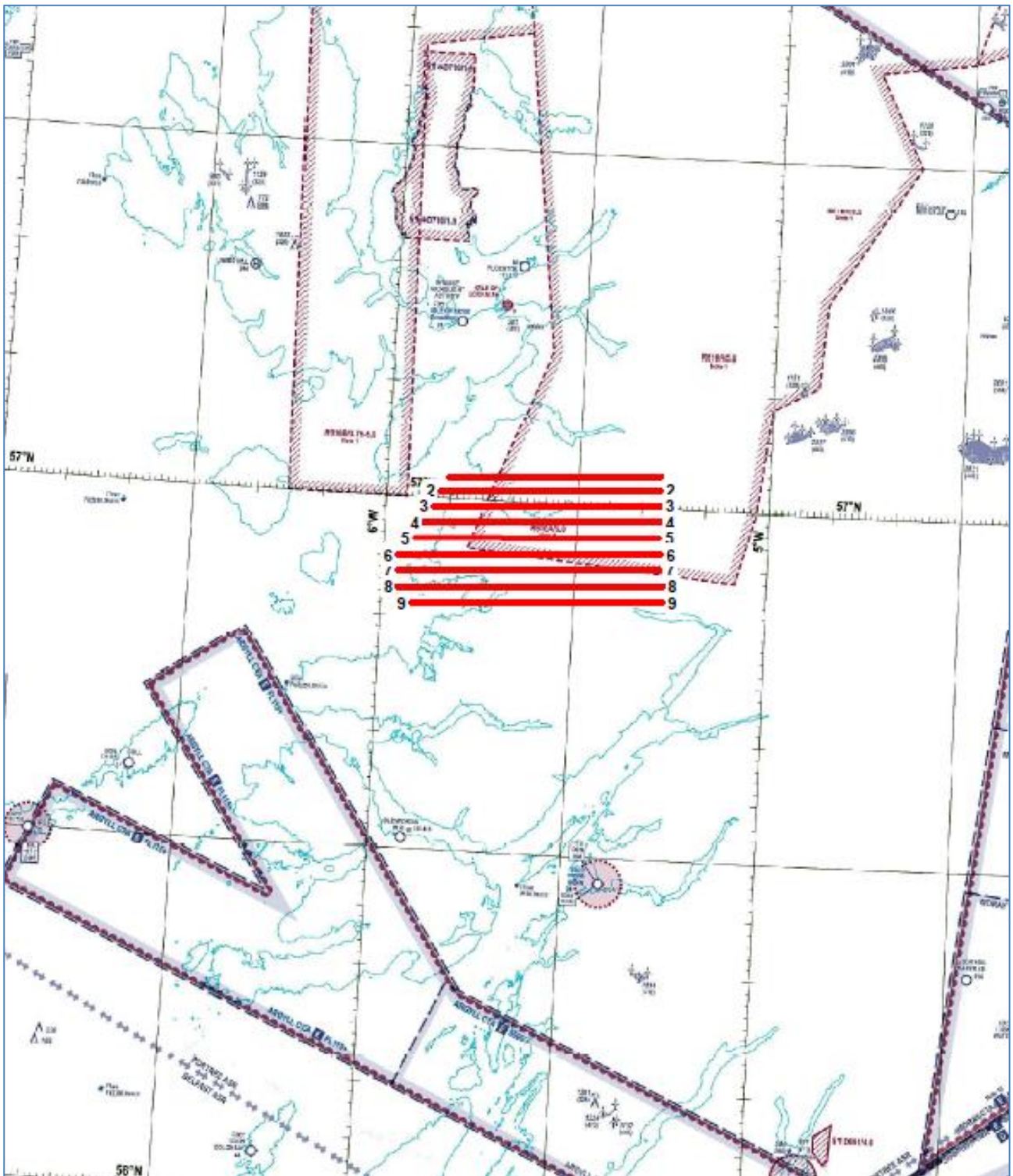


Chart 10 – Block 5
13,100ft – 13,700ft AMSL

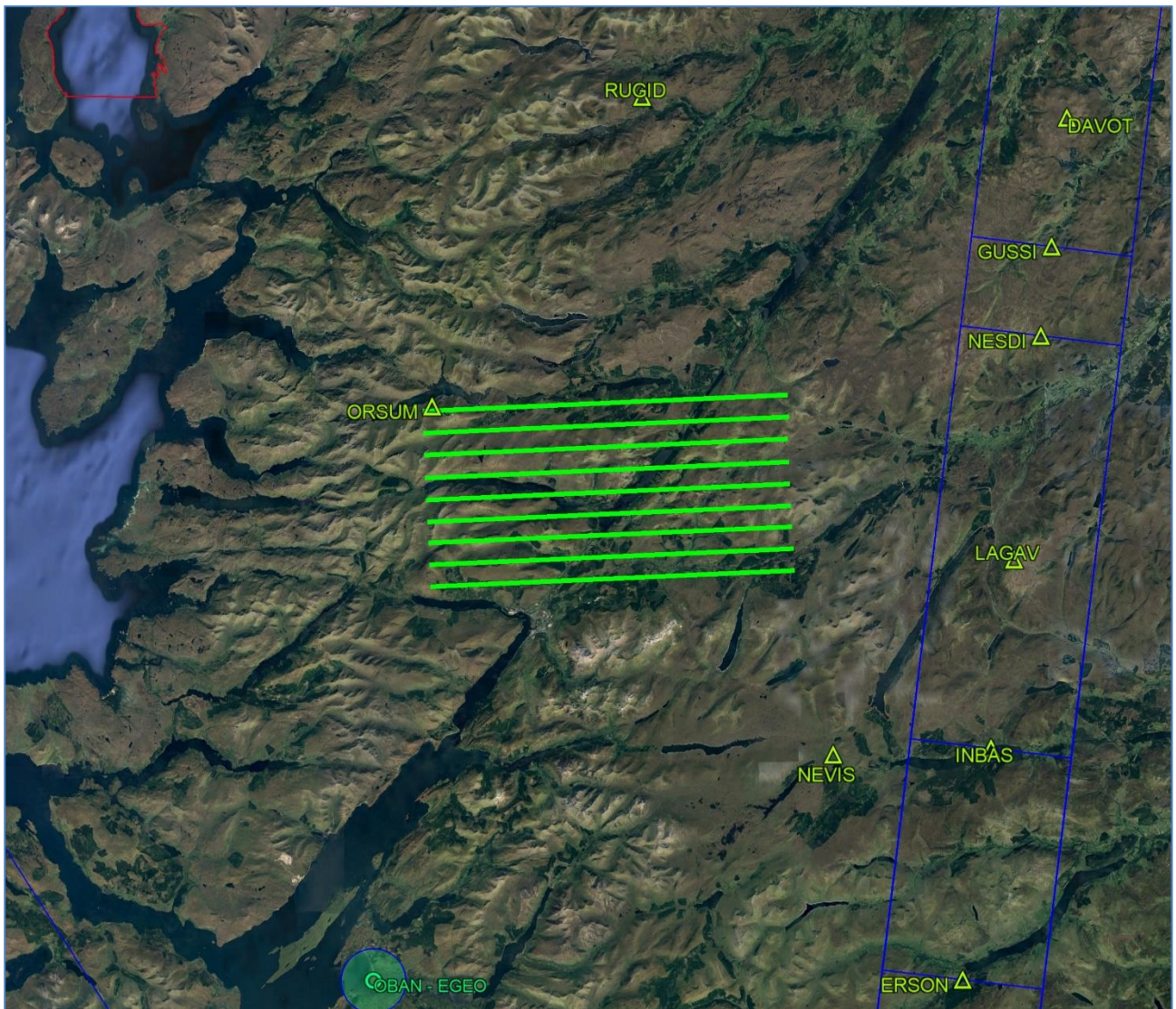


Chart 11 – Block 5
13,100ft – 13,700ft AMSL

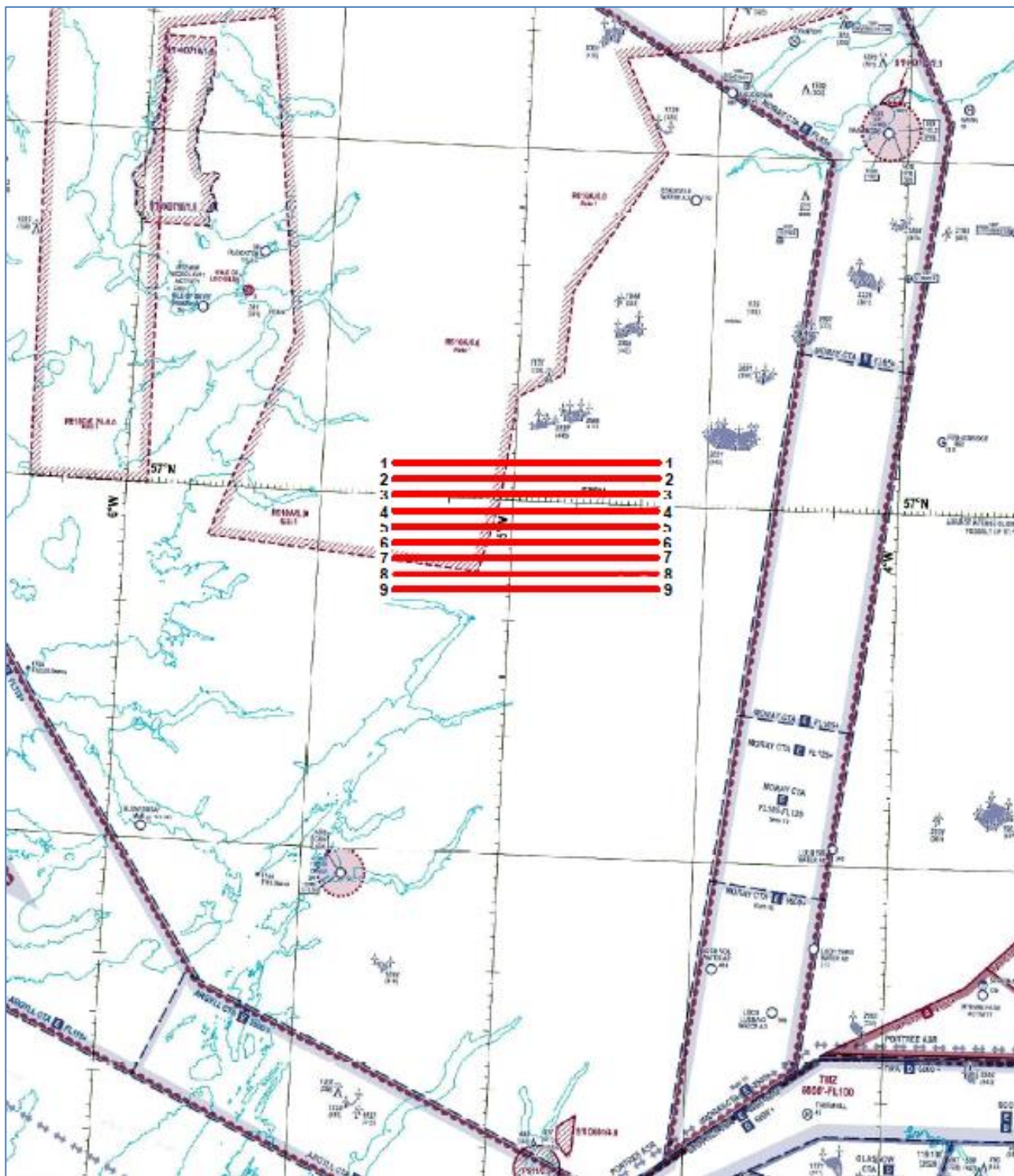


Chart 12 – Block 6
FL130 (FL140 Acceptable)

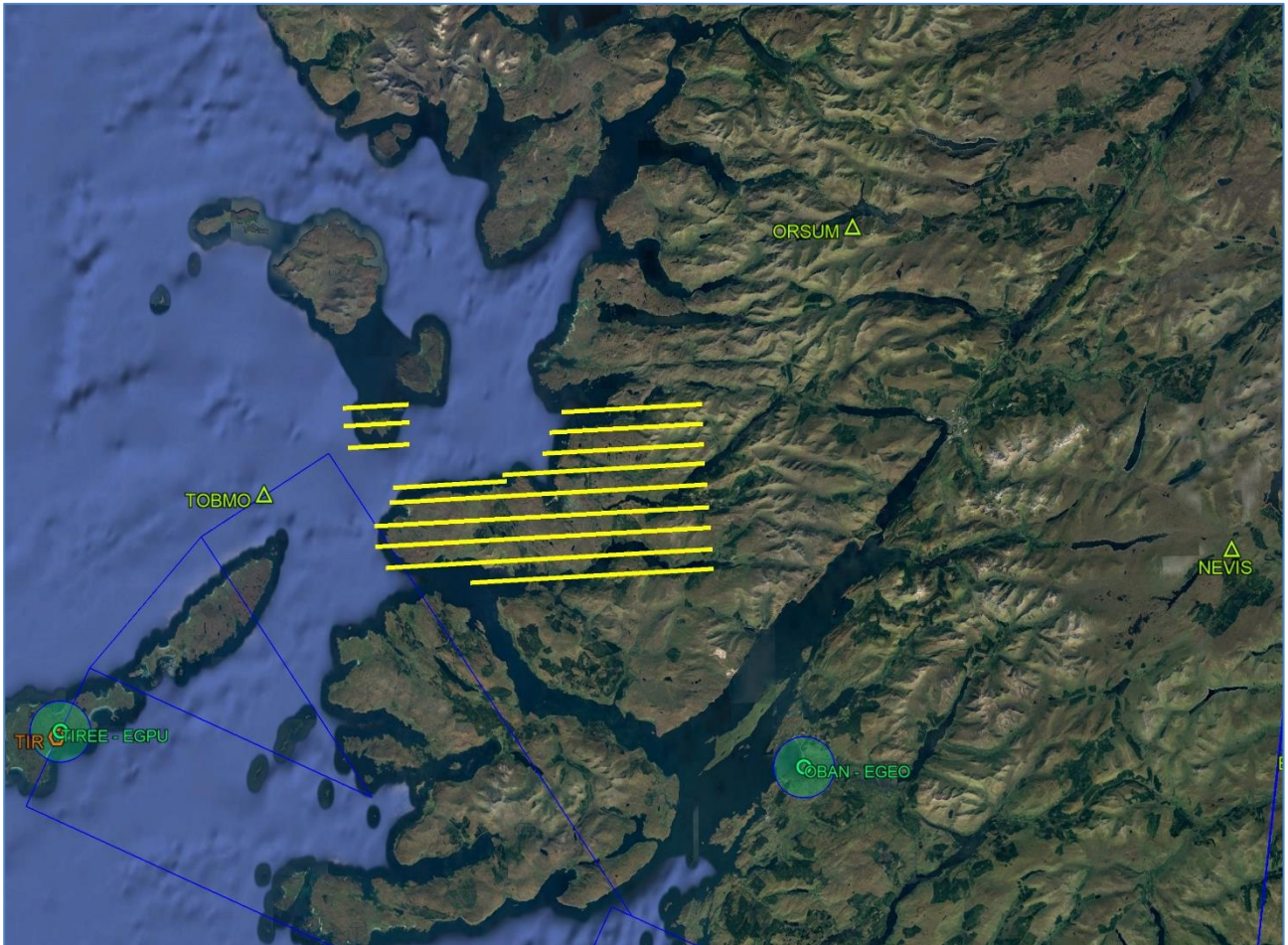


Chart 13 – Block 6
FL130 (FL140 Acceptable)

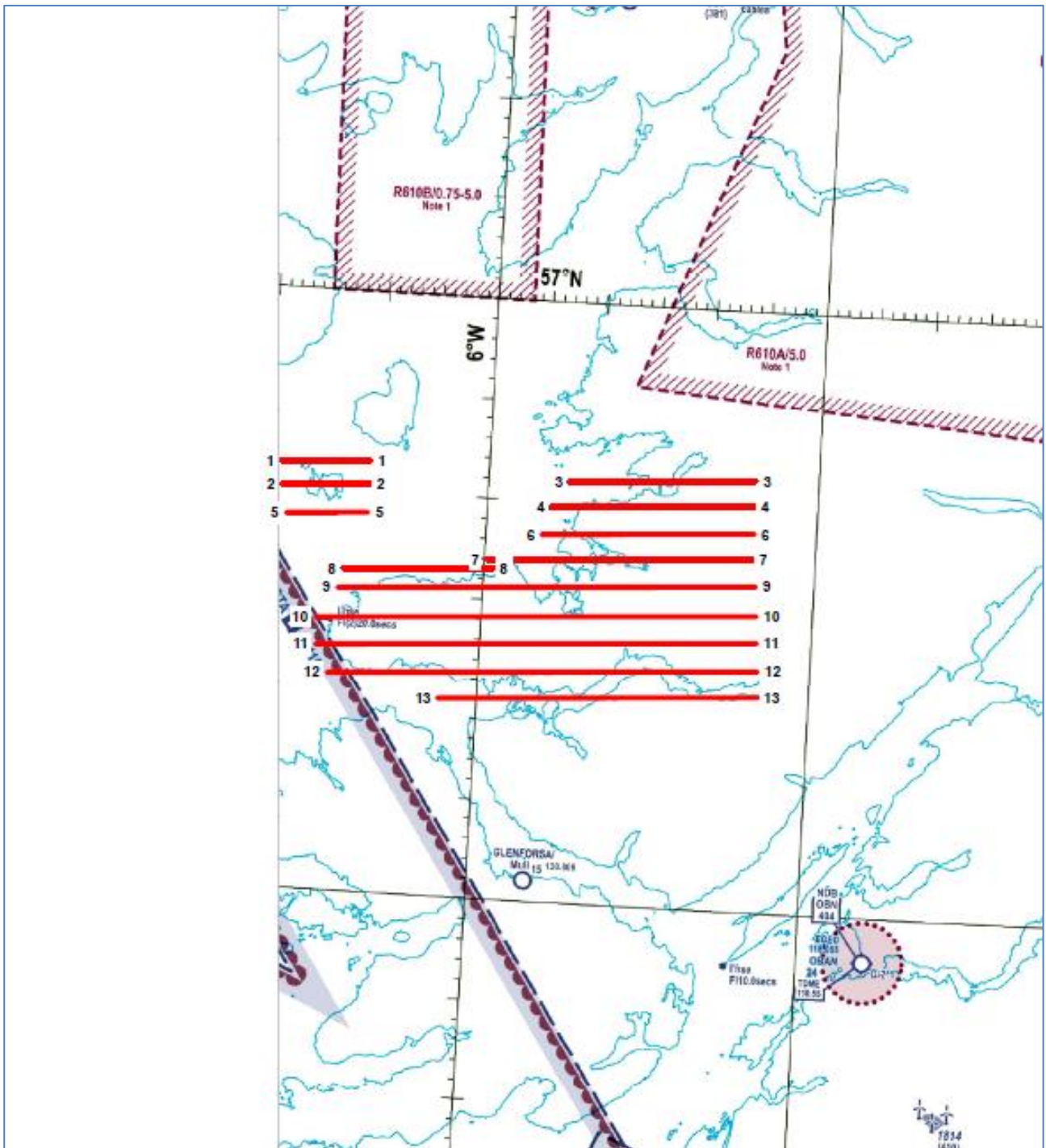


Chart 14 – Block 7
12,400ft – 13,100ft AMSL

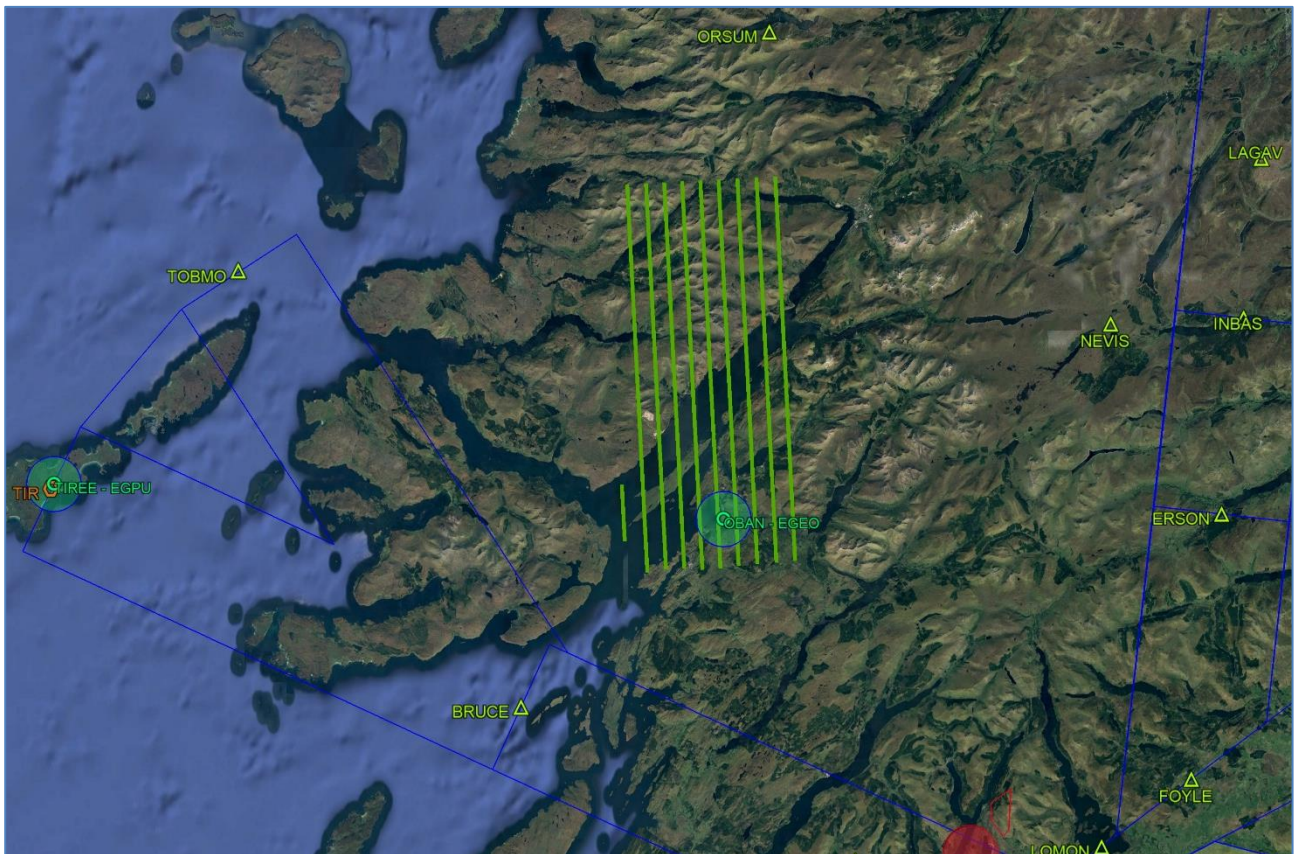


Chart 15 – Block 7
 12,400ft – 13,100ft AMSL

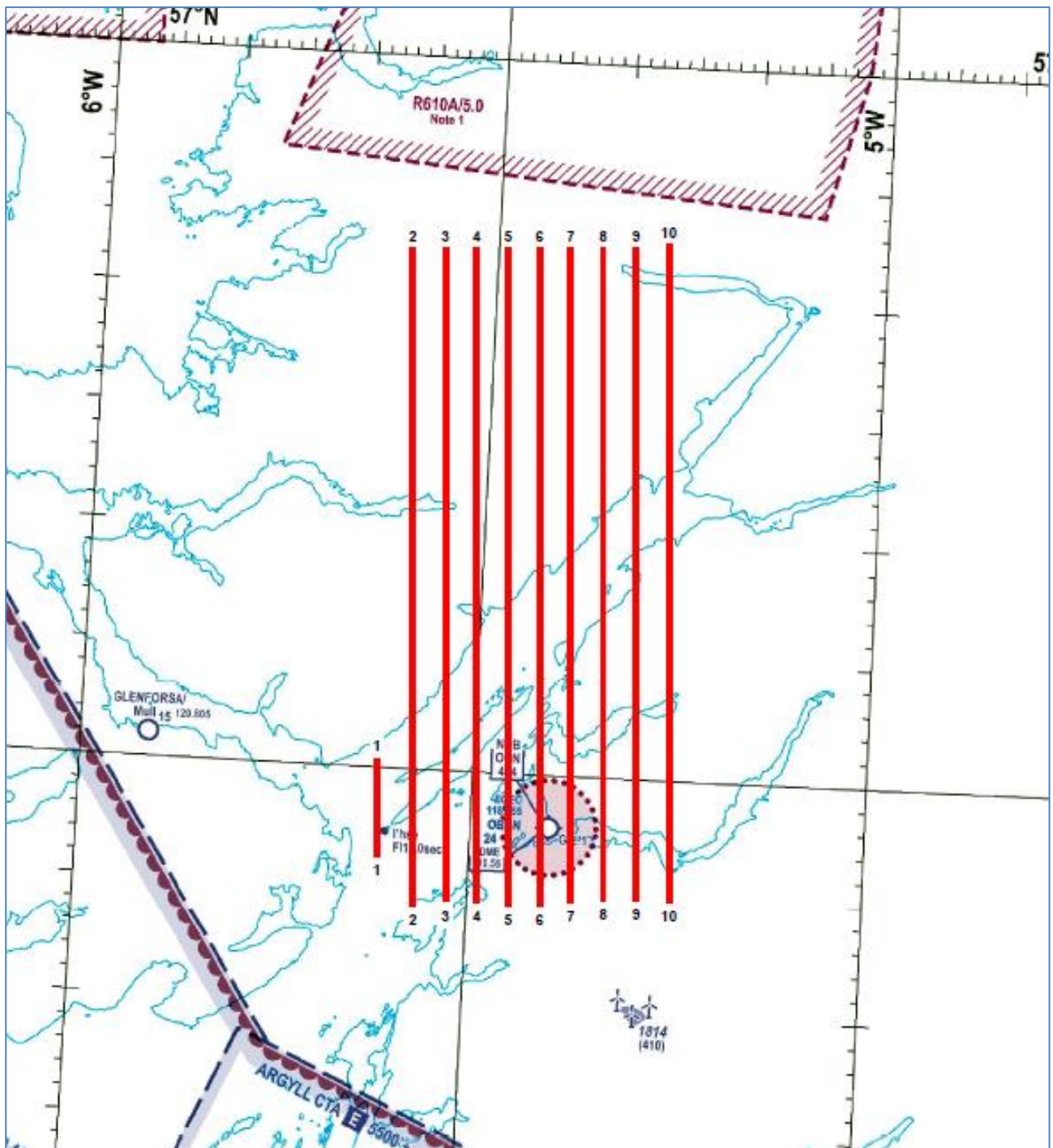


Chart 16 – Block 8
12,400ft – 13,400ft AMSL

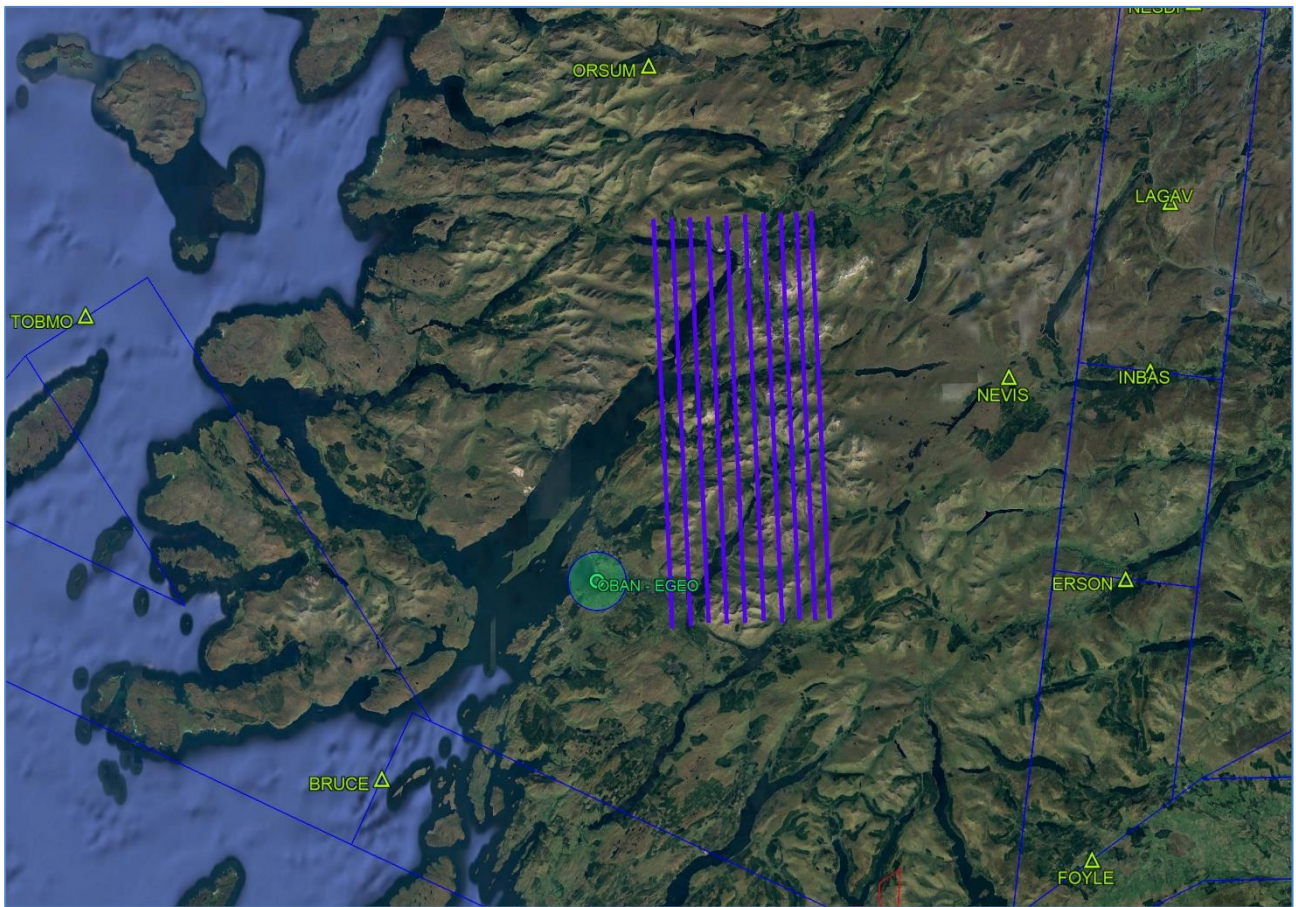


Chart 17 – Block 8
12,400ft – 13,400ft AMSL

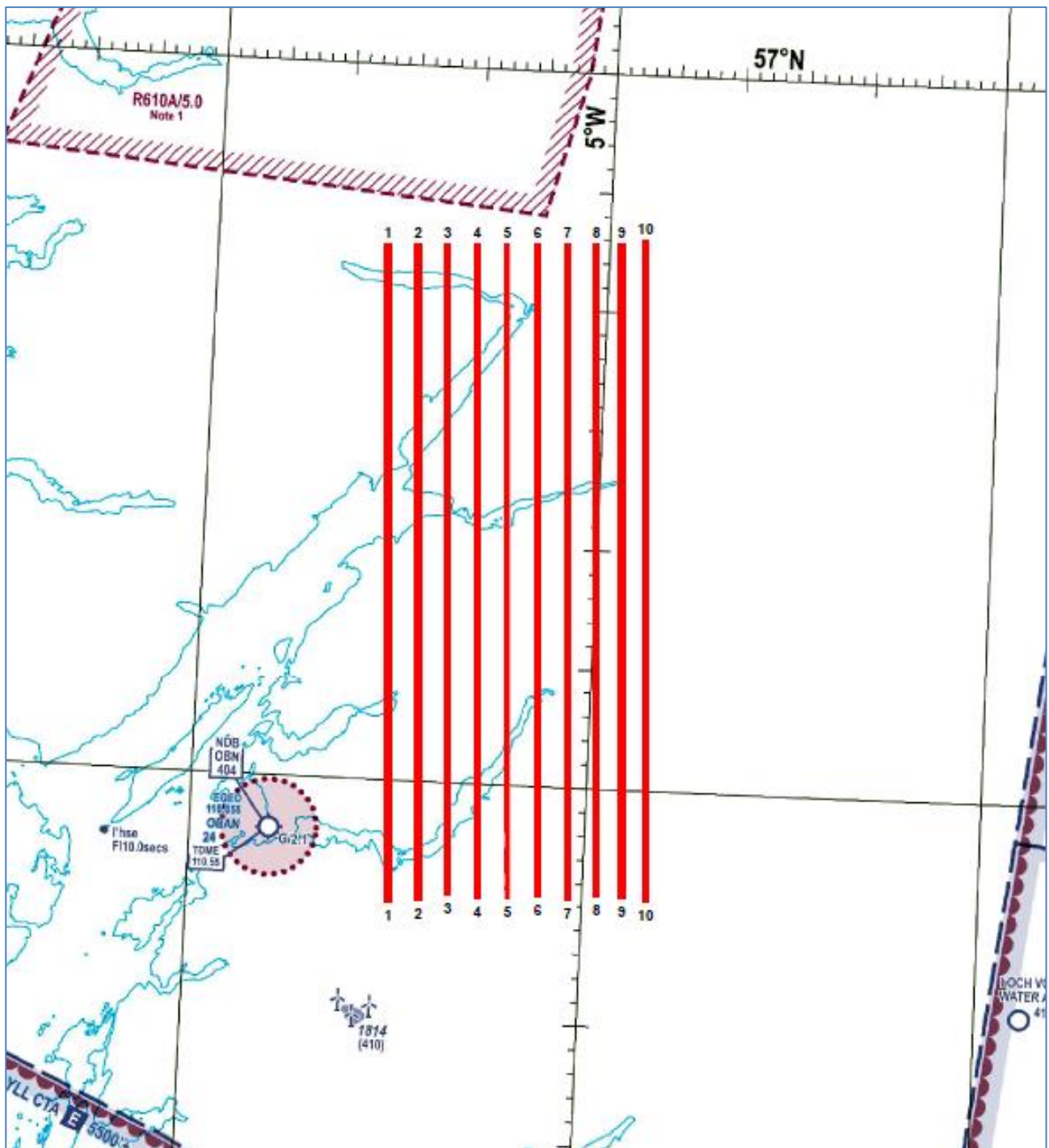


Chart 18 – Block 9
13,700ft – 14,000ft AMSL

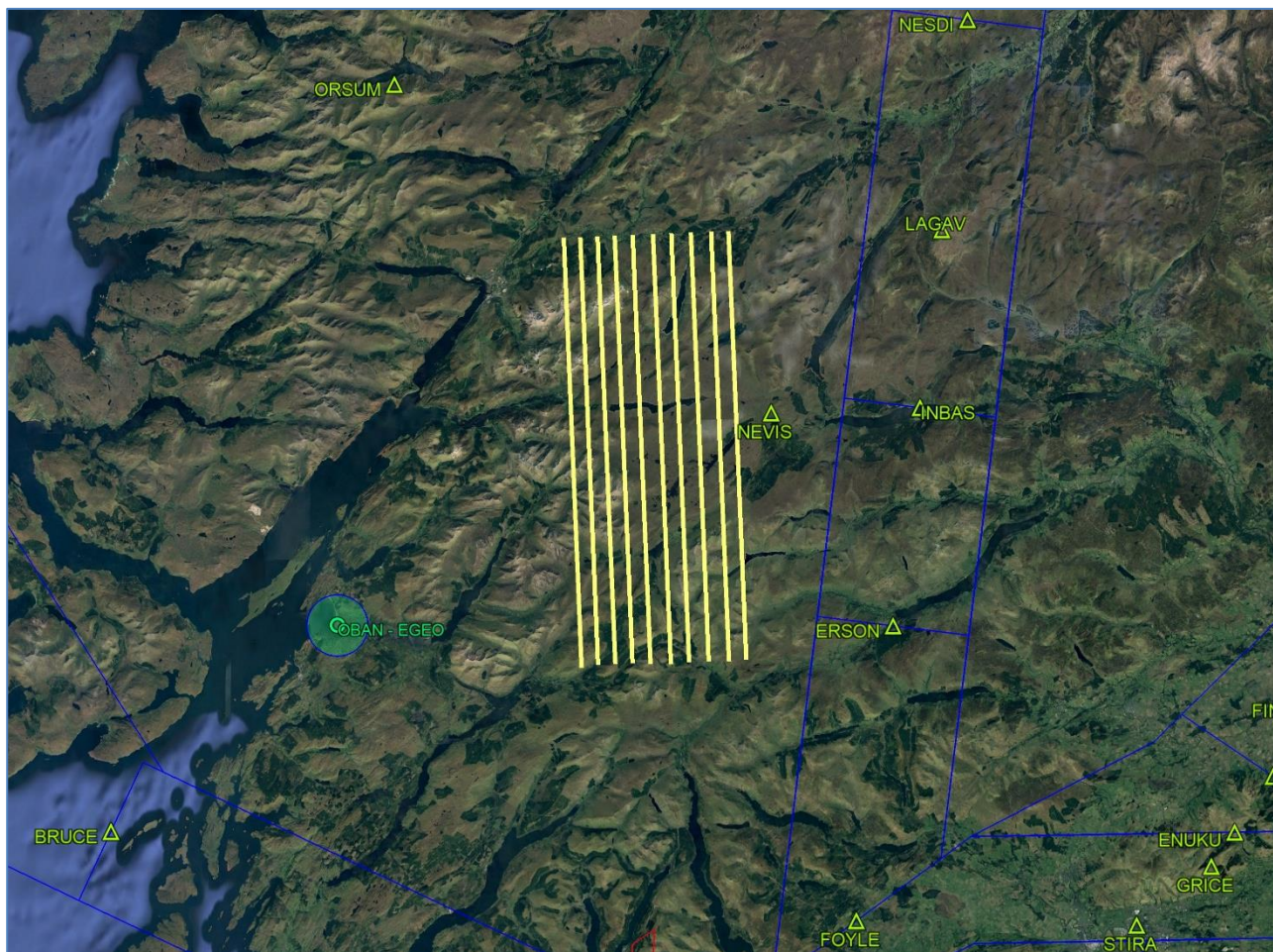


Chart 19 – Block 9
 13,700ft – 14,000ft AMSL

