

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-03-0043	1.0	06/02/2023	25/01/2023

## AERIAL SURVEY SALISBURY

### CAT Z

**Subject to NOTAM: No**

**Date(s) of activity/Validity:** Times - ALL TIMES UTC

01<sup>st</sup> March 2023 – 30<sup>th</sup> November 2023 SR - SS

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

FL120 Tactically Issued by ATC

**Aircraft Details:** NDS Approved:

Type: B200, E90  
Callsign: REV<sub>xxx</sub> / WKT<sub>xx</sub>  
Not applicable

**Event Sponsor(s):** Aircraft Operator(s):

Bluesky 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>	DEA Aviation Ltd Retford (Gamston) Airport Retford Nottinghamshire DN22 0QL 01777838731 Ext. 1306 <a href="mailto:operations@dea.aero">operations@dea.aero</a>	RVL Group Building 21 Anson Road East Midlands Airport DE74 2SA 01332 819833 <a href="mailto:ops@rvl-group.com">ops@rvl-group.com</a>
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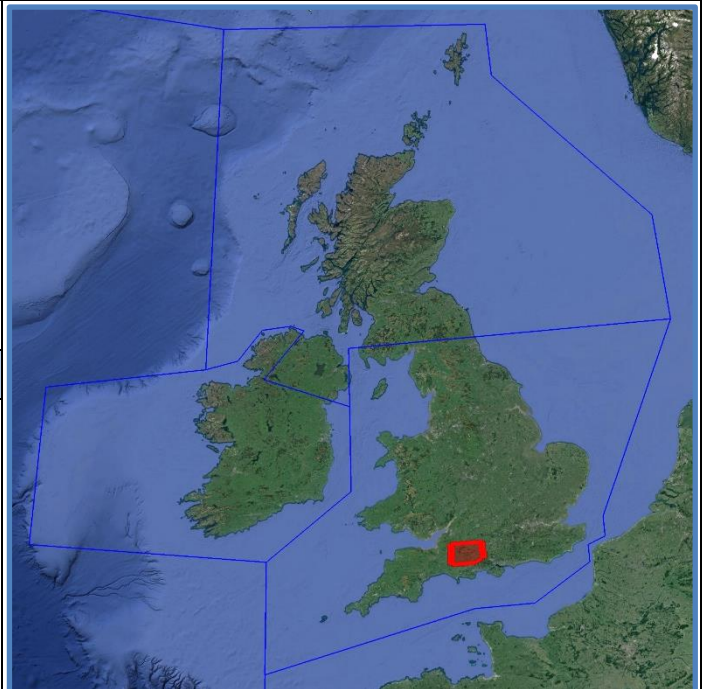
**ATS Units/  
Controlling Agencies:**

Boscombe Down	01980 663246
Bournemouth	01202 364150
Swanwick ACC – WAS <sup>1</sup>	01489 612420
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 445560
Yeovilton	01935 455243

**Airspace Reservations:**

EG D122 (All) Wessex	01980 663246
EG D123 Imber	01980 674710
EG D124 Lavington	01980 674710
EG D125 Larkhill	01980 674710
EG D127 Porton	01980 663246
EG D128 Everleigh	01980 674710

**Geographical Limits:**



**Departure/Destination Aerodrome(s)**

EGBB

**ACN Issued by:**

AS3

<sup>1</sup> Group Supervisor (GS) Channel and GS West via the Swanwick Aera Control Centre (ACC) Watch Assistant Supervisor (WAS).

## **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 flight profiles for an aerial survey in the vicinity of Salisbury and consists of 18 legs.
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. Boscombe Down       | 126.700 MHz |
| b. Bournemouth         | 119.480 MHz |
| c. Swanwick Mil – West | 135.150 MHz |
| d. Western Radar       | 132.300 MHz |
| e. Yeovilton           | 127.350 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 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         |
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. **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.*

25. **Danger Areas (DAs).** Access to any DA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours. Activity within the Salisbury Plain Training Area (SPTA) DA complex is routinely conducted during the following times/hours, meaning access may be very restricted:

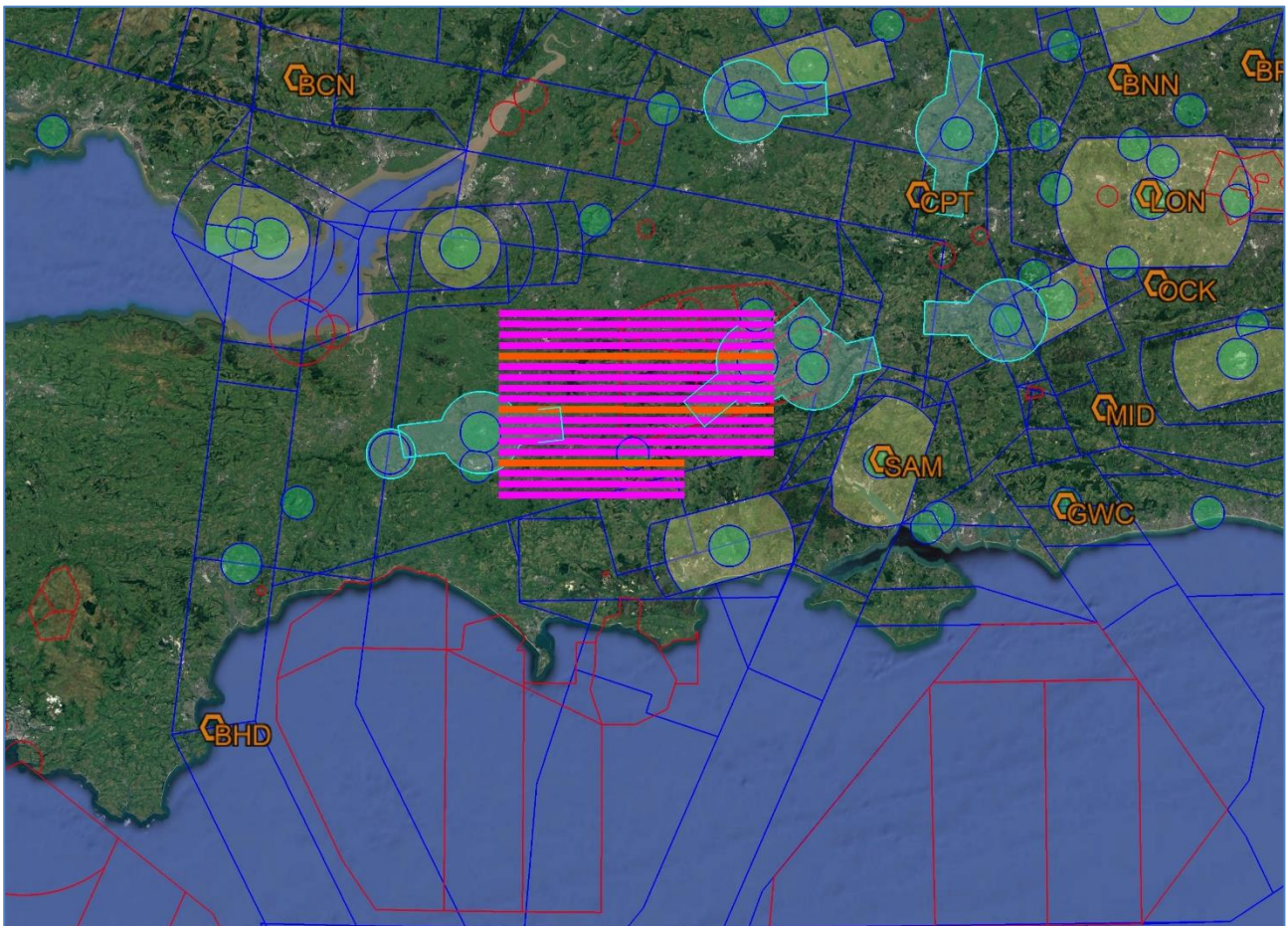
- a. Mon, Wed, Fri            08:00 – 17:00
- b. Tue & Thu                08:00 – 21:00 (Winter) 08:00 – 23:00 (Summer)
- c. Weekends:                Please contact SPTA Air Ops if there is a requirement to conduct flights during a weekend as there are periods during the year when live firing takes place on a weekend.
- d. The above timings are outside of the (normal) published Live Firing Range timings and will assist safe deconfliction. Please note, that on occasions, extensions either planned or short notice may be granted.

### 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 do not show a potential teardrop procedural turn at the end of each leg. Leg 01 is the most northerly and for ease of identification, each 5<sup>th</sup> leg is shown in orange.

Chart 1 – Overview



Charts 2 & 3 - Close In

