

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-03-0140	1.0	24/03/2023	06/03/2023

AERIAL SURVEY PLYMOUTH

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:

5,000 – 5,1000ft 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

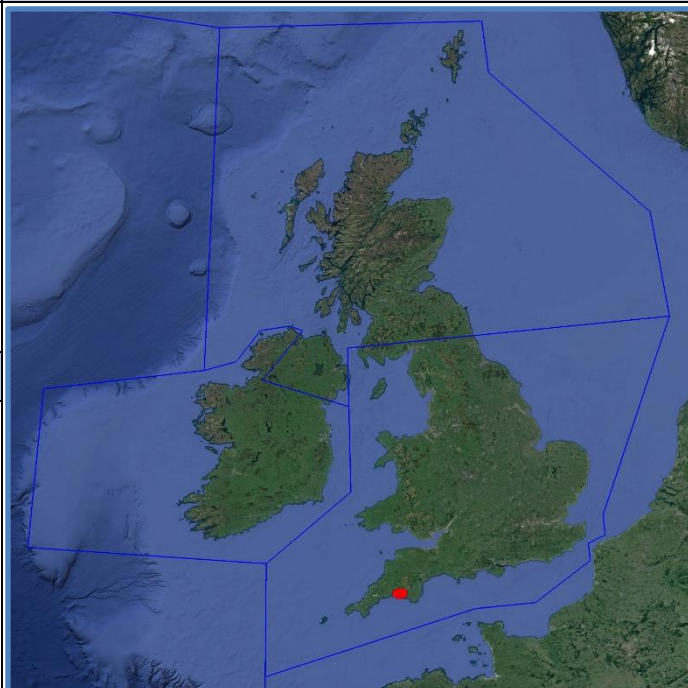
Aircraft Operator(s):

DEA Aviation
Gamston Airport
Retford
Nottinghamshire
DN22 0QL
01777 838731
operations@dea.aero

**ATS Units/
Controlling Agencies:**

Newquay 01637 861301
Plymouth Mil 01752 557808
Western Radar 01489 445560

Geographical Limits:



Airspace Reservations:

EG D009 Wembury 01752 557550

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 of the Plymouth area and consists of 34 legs, taking approx. 3h 35m to complete.

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

- | | |
|------------------|-------------|
| a. Newquay | 133.405 MHz |
| b. Plymouth Mil | 121.250 MHz |
| c. Western Radar | 132.300 MHz |

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. **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. It is strongly suggested book access via the controlling authority on 01752 557752 before Thursday of the proceeding week. For bookings inside this timeframe, please contact 01752 557550.

SECTION 3

Area of Operation

21. 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 5km procedural turn at the end of each leg.

Chart 1 – Overview

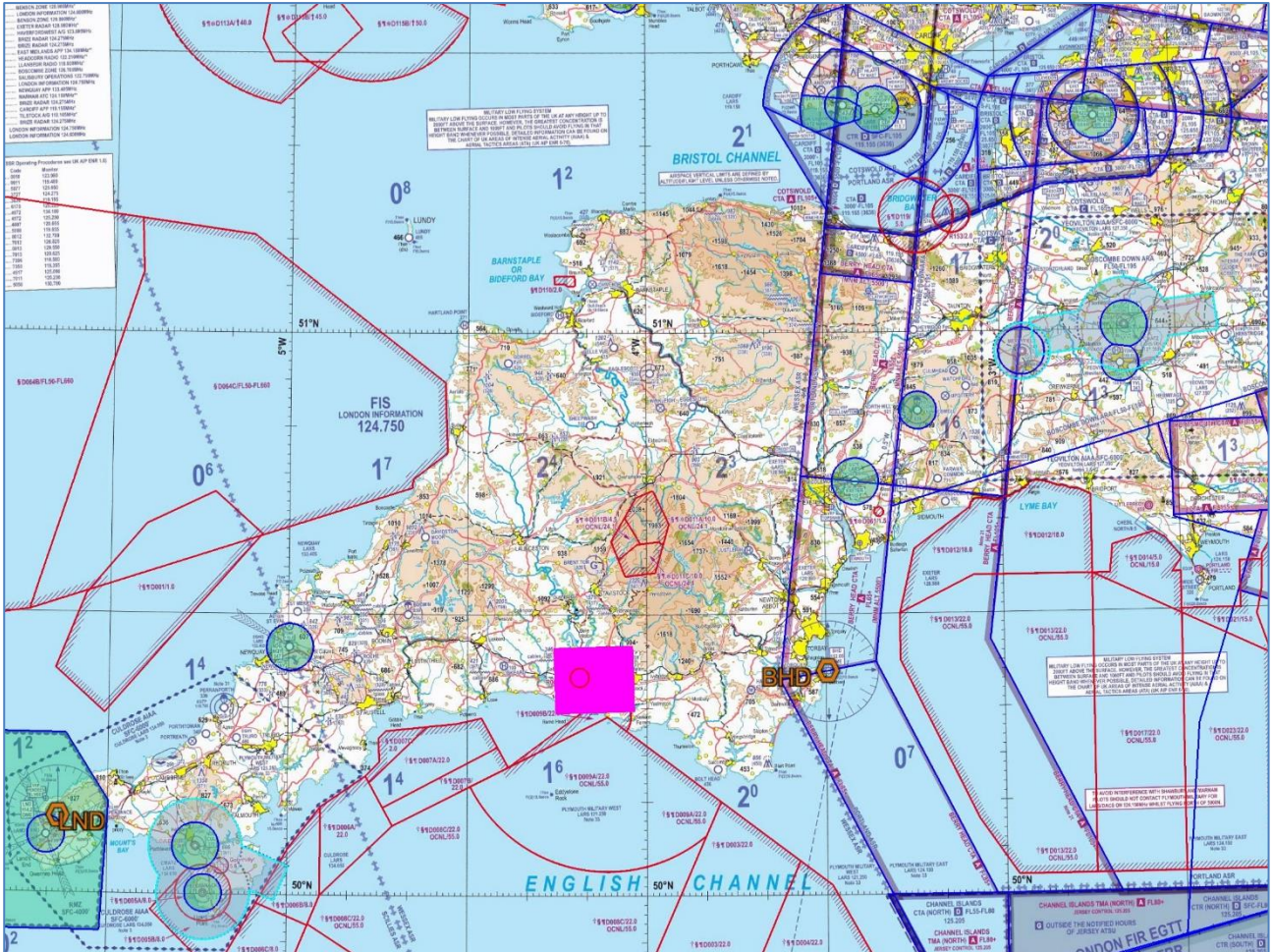


Chart 2 – Close In

