

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
2023-04-0064	1.0	24/03/2023	14/03/2023

## AERIAL SURVEY CORNWALL

### CAT Z

**Subject to NOTAM: No**

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

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

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

12,400ft – 13,000ft AMSL Tactically Issued by ATC

**Aircraft Details:** NDS Approved:

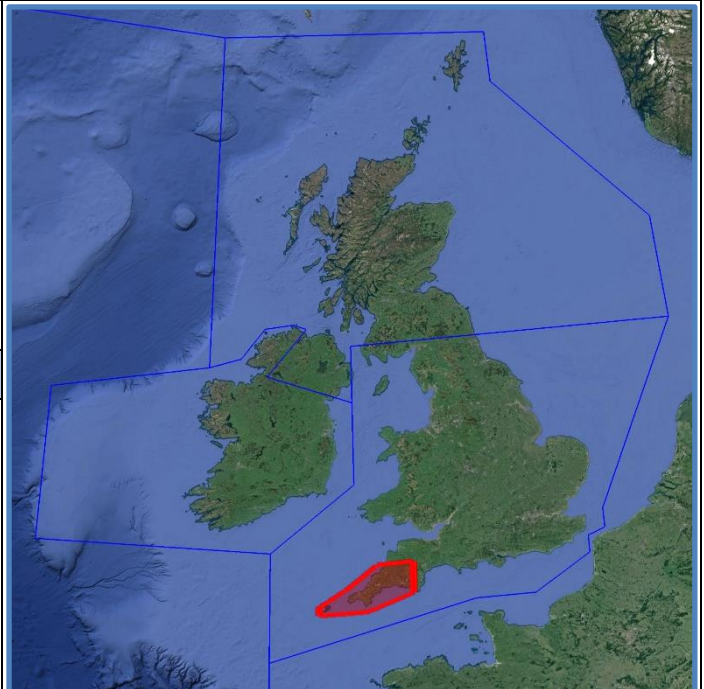
Type: B200, BE9L  
Callsign: WKTxx  
Not applicable

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

Ordnance Survey Flying Unit Gamston Airport Retford Nottinghamshire DN22 0QL 01777 838434 <a href="mailto:flyingunit@os.uk">flyingunit@os.uk</a>	DEA Aviation Gamston Airport Retford Nottinghamshire DN22 0QL 01777 838731 <a href="mailto:operations@dea.aero">operations@dea.aero</a>
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**ATS Units/  
Controlling Agencies:** Geographical Limits:

Culdrose	01326 552415
Newquay	01637 861301
Plymouth Mil	01752 557808
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 445560



**Airspace Reservations:**

EG D006A	Falmouth Bay	01752 557550
EG D007A	Fowey	01752 557550
EG D009 (All)	Wembury	01752 557550
EG D011A	Okehampton	01837 657210
EG D011B	Willsworthy	01837 657210
EG D011C	Merrivale	01837 657210
AARA 10	SW Overland	01489 612495
AARA 11	SW Approaches	01489 612495
NSGA 5	Dartmoor	See Para

**Departure/Destination Aerodrome(s)** ACN Issued by:

EGNE 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](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 across Cornwall and consists of four blocks:

a. CORN01_23	06 Legs	0h 30m	12,400ft AMSL
b. CORN02_23	24 Legs	2h 50m	12,400ft – 13,000ft AMSL
c. CORN03_23	13 Legs	3h 15m	12,700ft – 13,000ft AMSL
d. CORN04_23	16 Legs	2h 30m	12,400ft – 12,700ft 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 – Outside Controlled Airspace (CAS).** The survey area is within the coverage of the following units:

a. Culdrose	134.050 MHz
b. Newquay	133.405 MHz
c. Plymouth Mil – West	121.250 MHz
d. Swanwick Mil – West	135.150 MHz
e. 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. **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

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

22. 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.

23. **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.

24. **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 286146 before Thursday of the proceeding week. For bookings inside this timeframe, please contact 01752 557550

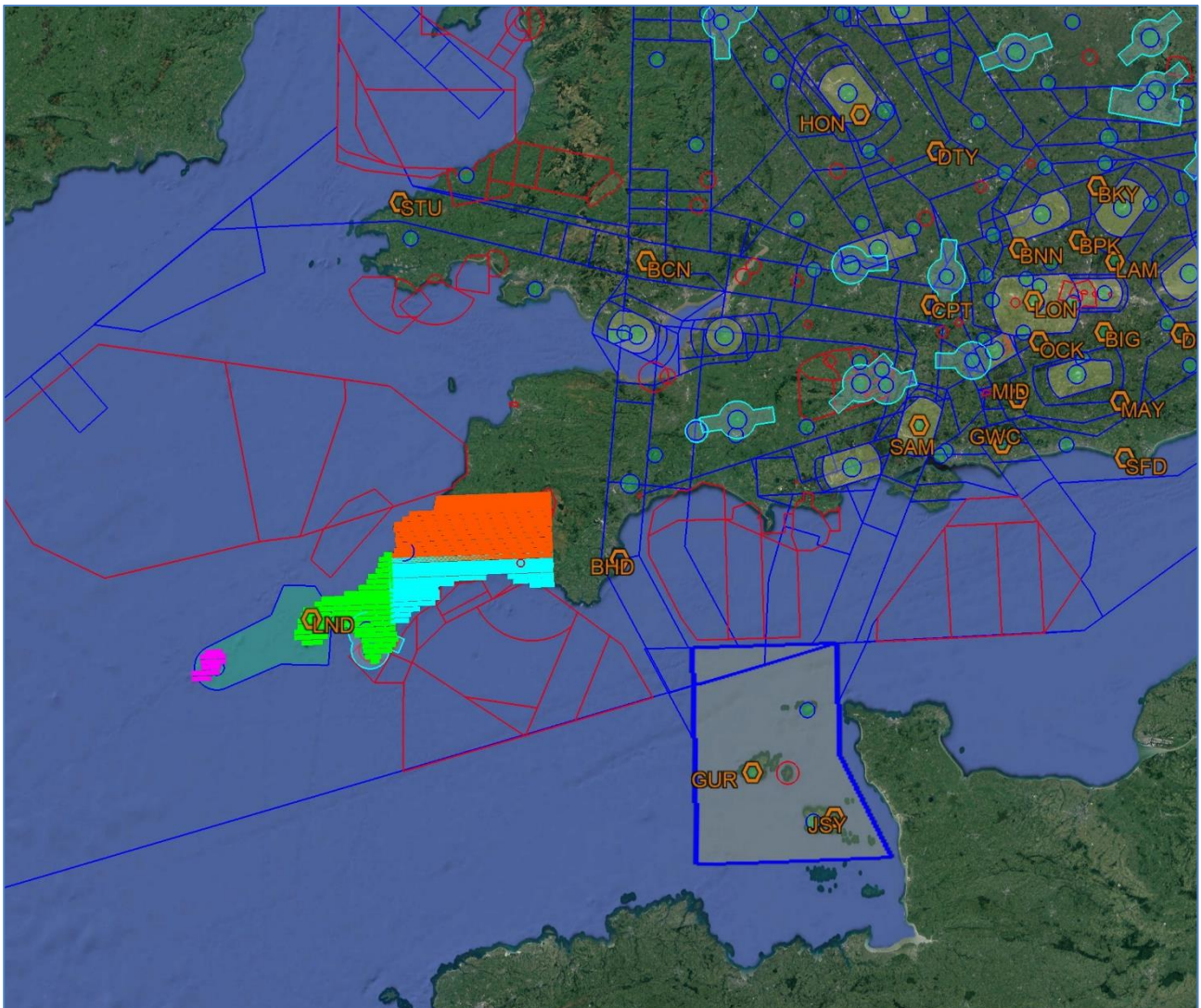
25. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*

### SECTION 3

#### Area of Operation

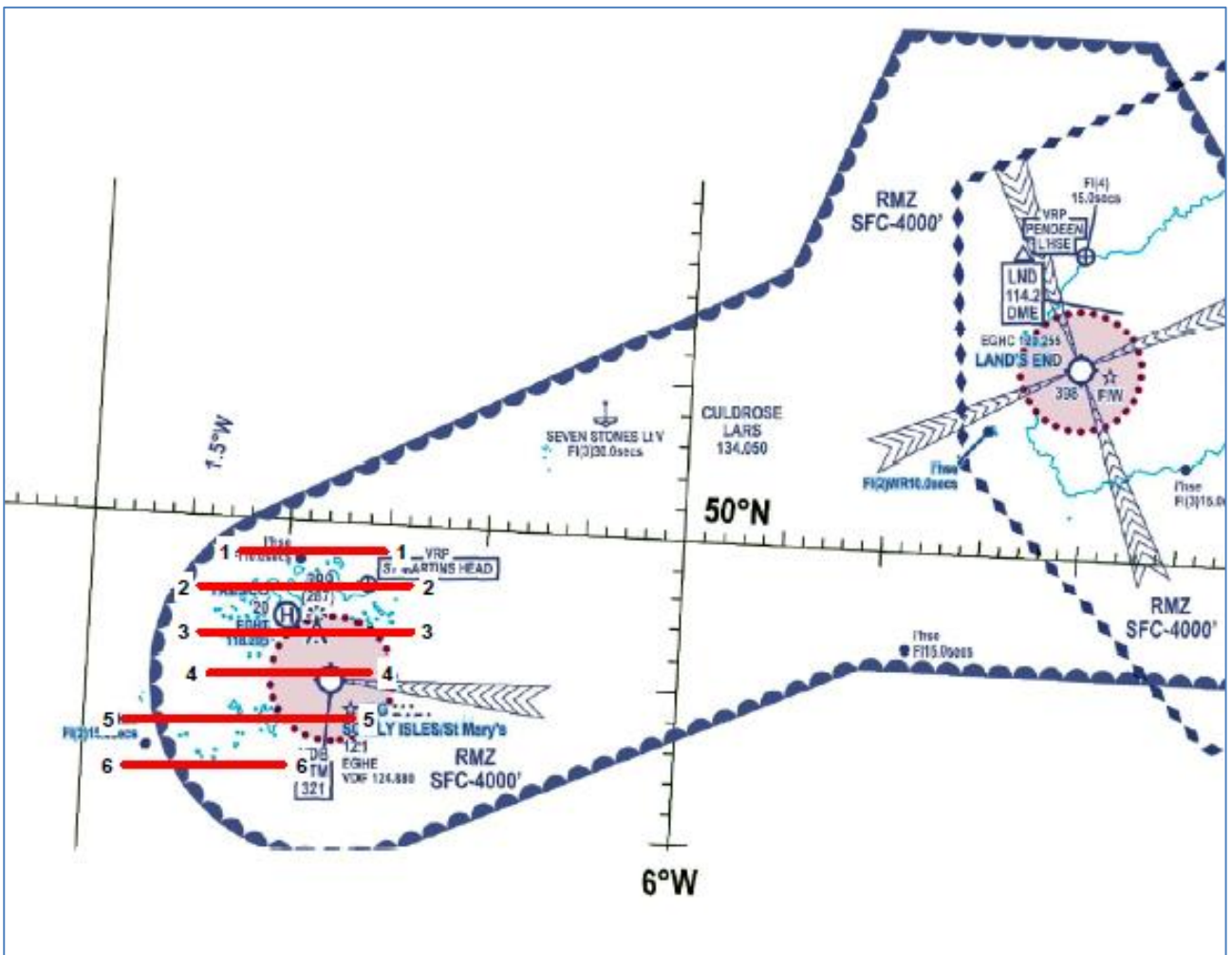
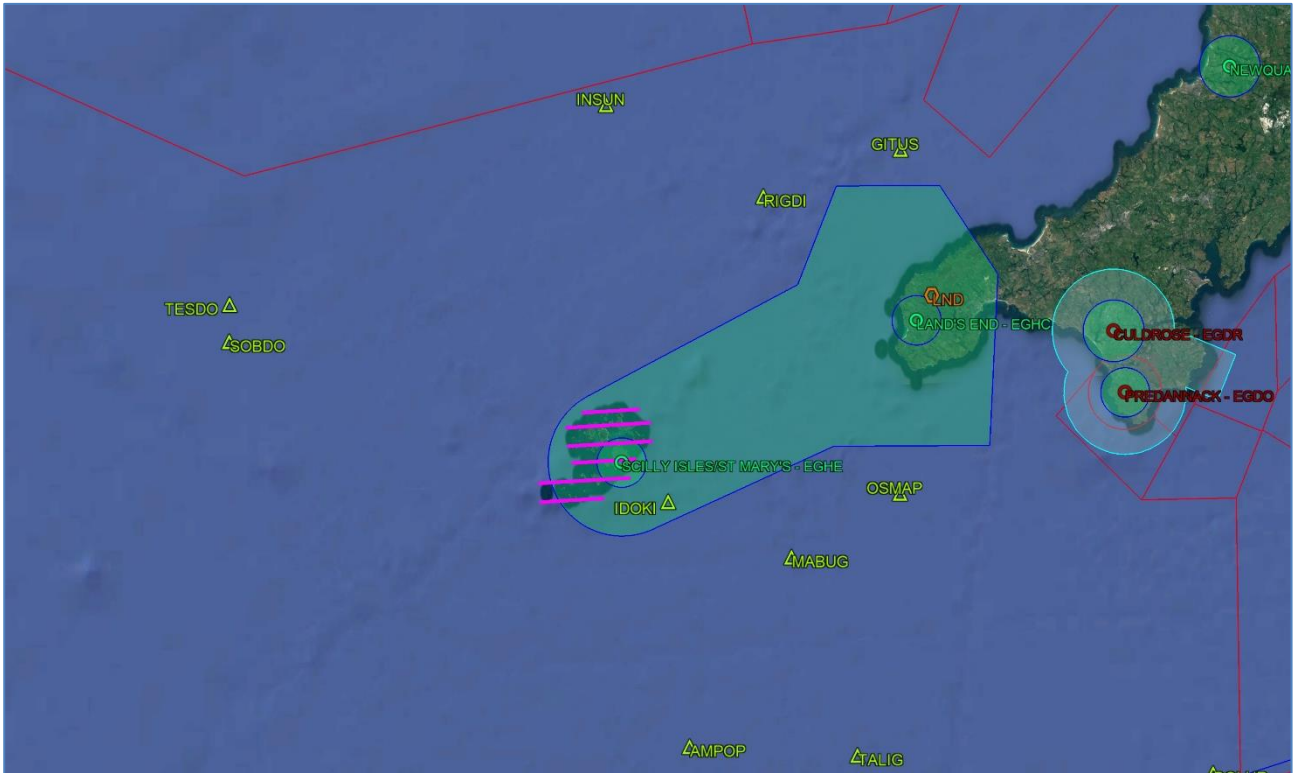
26. Charts highlighting the area of operation are shown below. These are for illustrative purposes only, not for operational planning and does not show a potential 5km procedural turn at the end of each leg.

Chart 1 – Overview

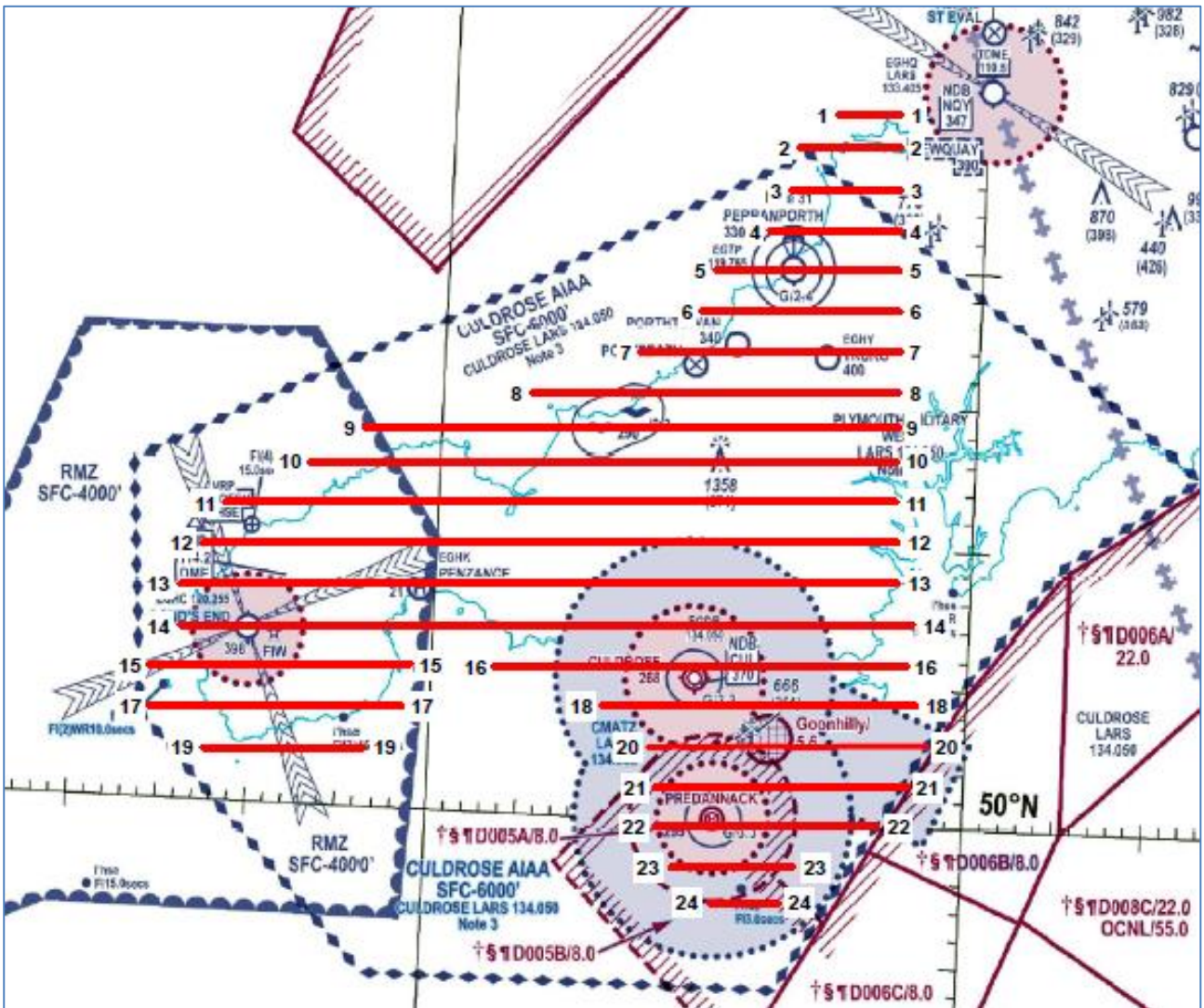
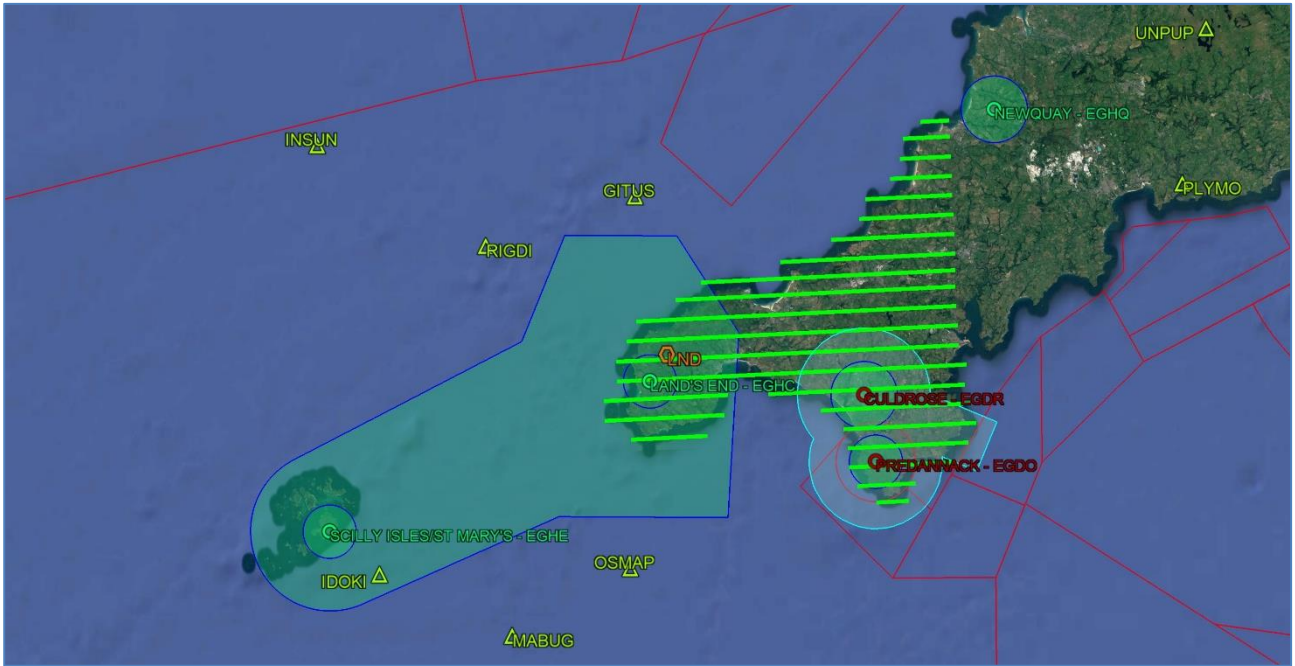




Charts 2 & 3 – Block 1  
12,400ft AMSL

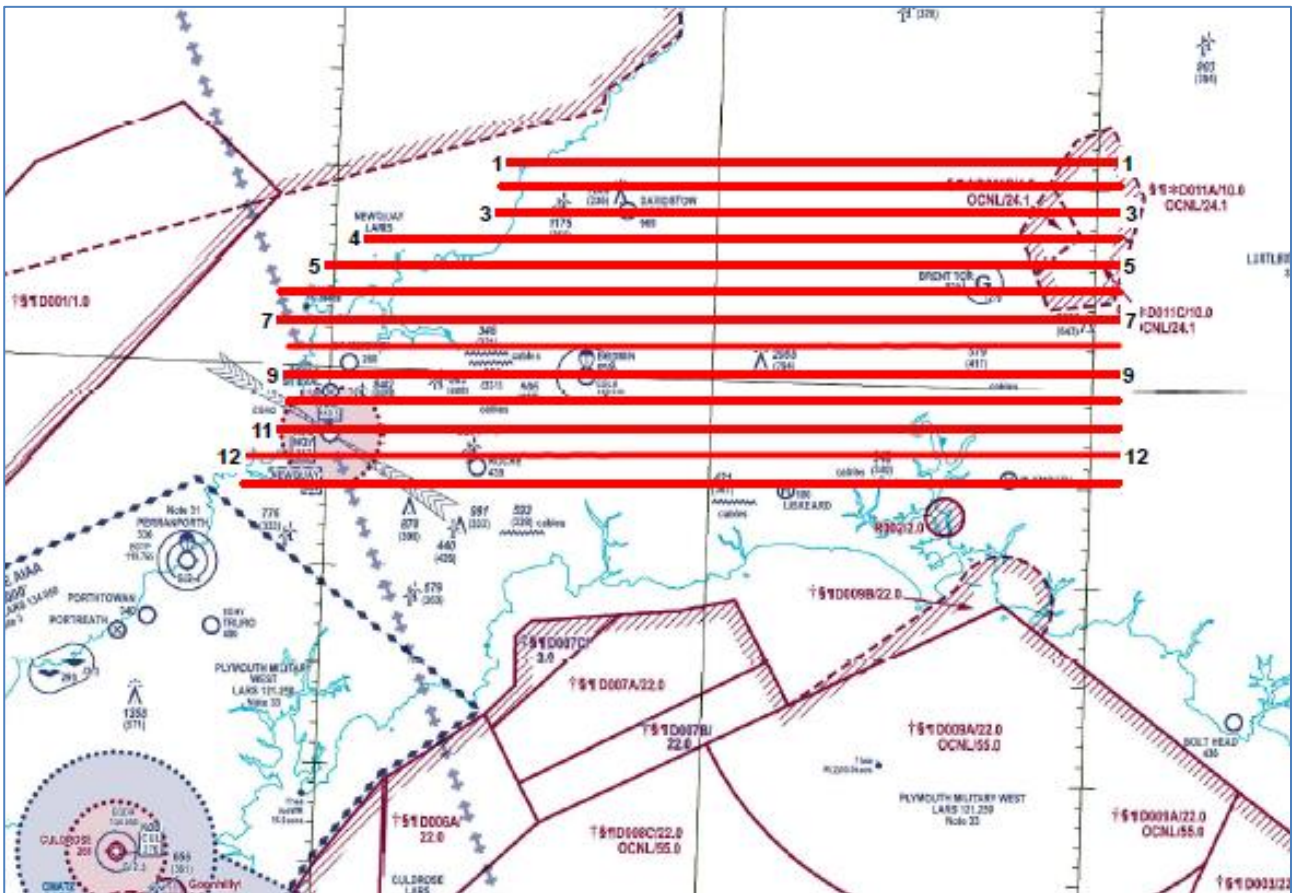


Charts 4 & 5 – Block 2  
12,400ft – 13,000ft AMSL





Charts 6 & 7 – Block 3  
12,700ft – 13,000ft AMSL





**Charts 8 & 9 – Block 4**  
12,400ft – 12,700ft AMSL

