

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-04-0080	1.0	24/03/2023	15/03/2023

AERIAL SURVEY LINCOLNSHIRE

CAT Z

Subject to NOTAM: No

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

25th March 2023 – 30th November 2023 SR - SS

Vertical Limits: Allocated Mode 3A (SSR):

12,400ft – 12,500ft 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 flyingunit@os.uk	DEA Aviation Gamston Airport Retford Nottinghamshire DN22 0QL 01777 838731 operations@dea.aero
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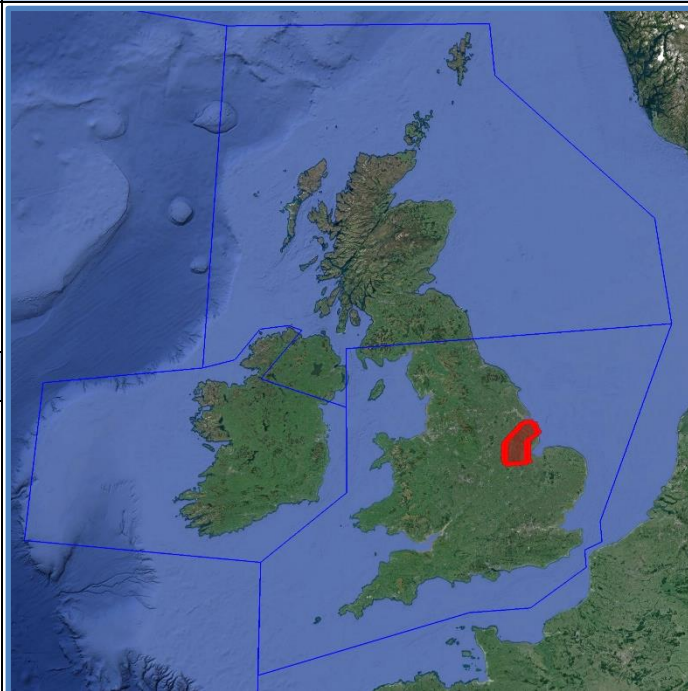
**ATS Units/
Controlling Agencies:** Geographical Limits:

Coningsby	01526 347443
Humberside	01652 682022
Swanwick Mil (78 Sqn) – East	01489 612408
Waddington ¹	01526 347443

Info: EG D207, Cranwell Radar, Prestwick ACC, Wittering

Airspace Reservations:

EG D307 Donna Nook 01507 359126



Departure/Destination Aerodrome(s) ACN Issued by:

EGNE AS3

¹ Waddington Radar is located within the Lincolnshire Terminal Air Traffic Control Centre (TATCC) at Coningsby. When calling, ask for transfer to "Waddington Radar".

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 Lincolnshire and consists of three blocks:

a. LINC02_23	09 Legs	1h 00m	12,400ft – 12,500ft AMSL
b. LINC04_23	09 Legs	1h 30m	12,400ft – 12,500ft AMSL
c. LINC05_23	09 Legs	1h 30m	12,500ft 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. Coningsby	119.500 MHz
b. Humberside	119.130 MHz
c. Swanwick Mil – East	133.325 MHz
d. Waddington	119.200 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)
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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. **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.

SECTION 3

Area of Operation

25. 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

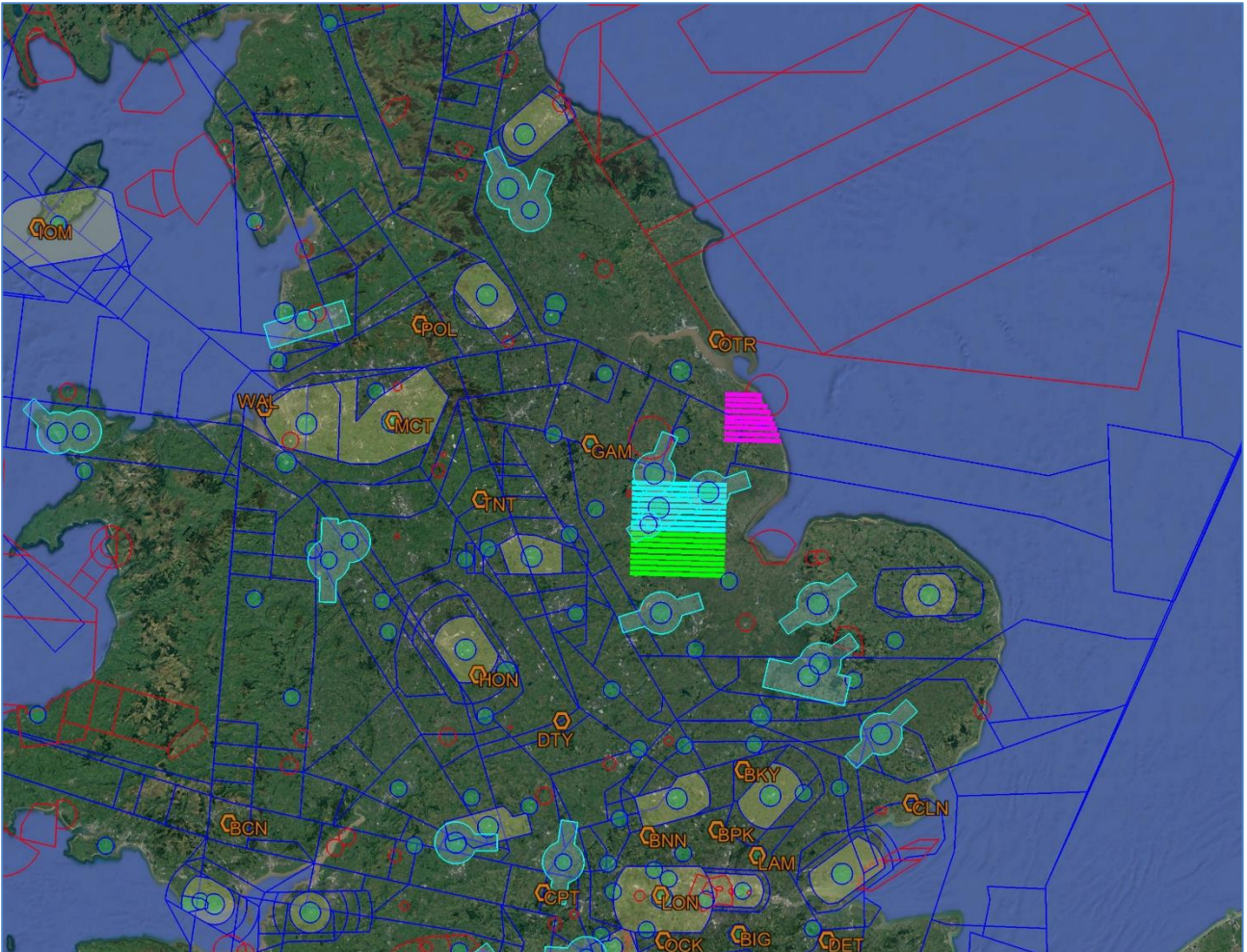


Chart 2 – Block LINC02_23
12,400ft – 12,500ft AMSL

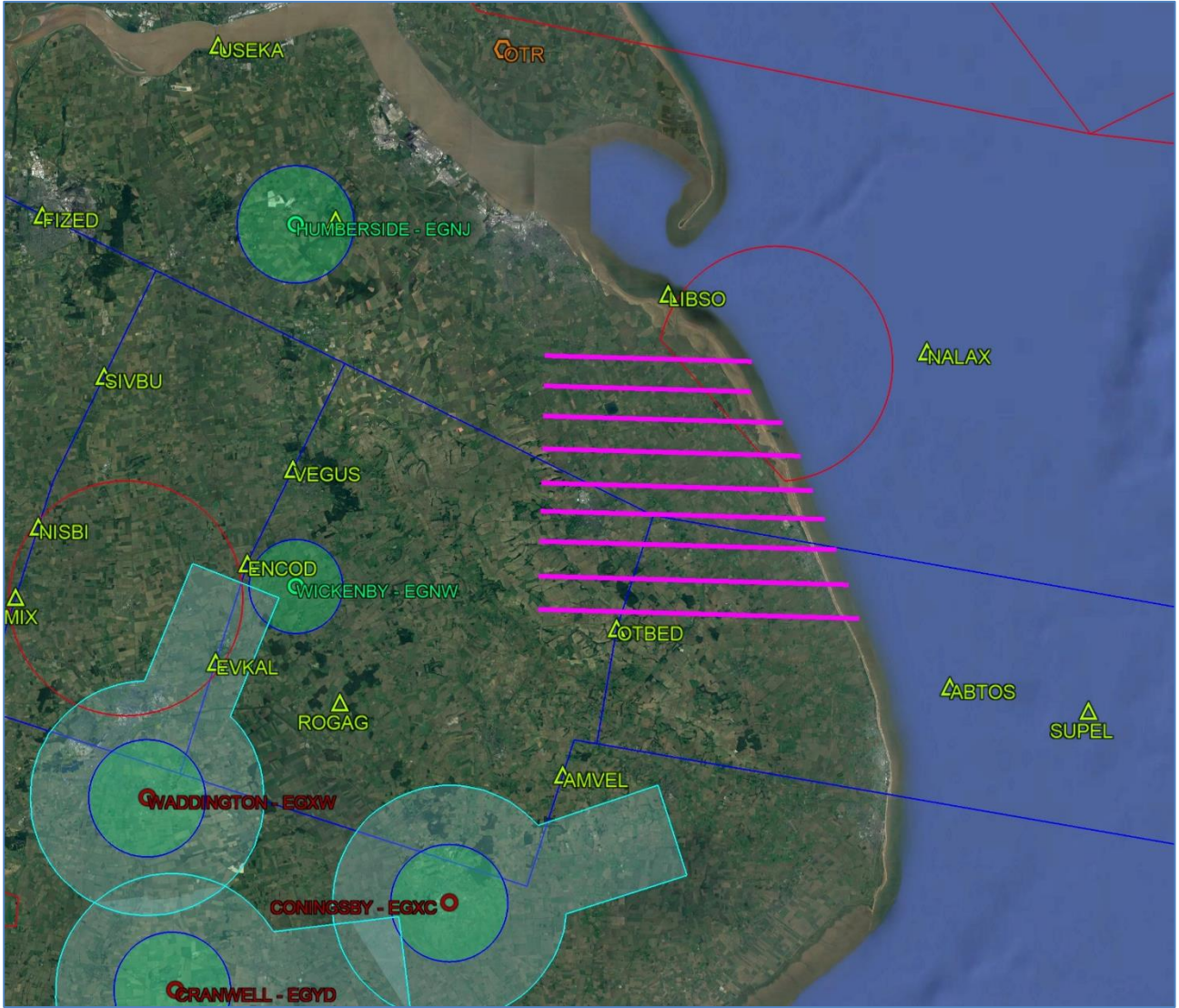


Chart 4 – Block LINC04_23
12,400ft – 12,500ft AMSL

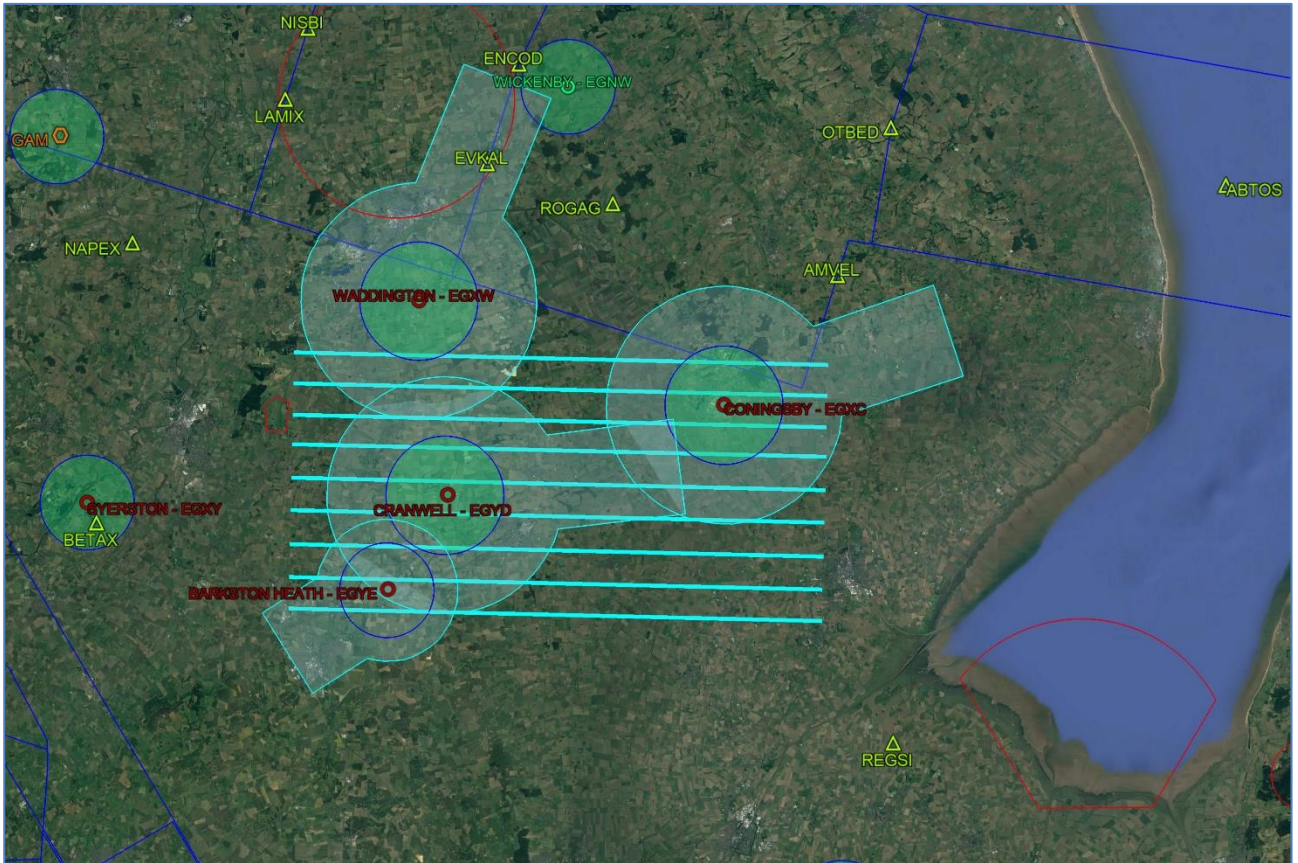


Chart 5 – Block LINC04_23
12,400ft – 12,500ft AMSL

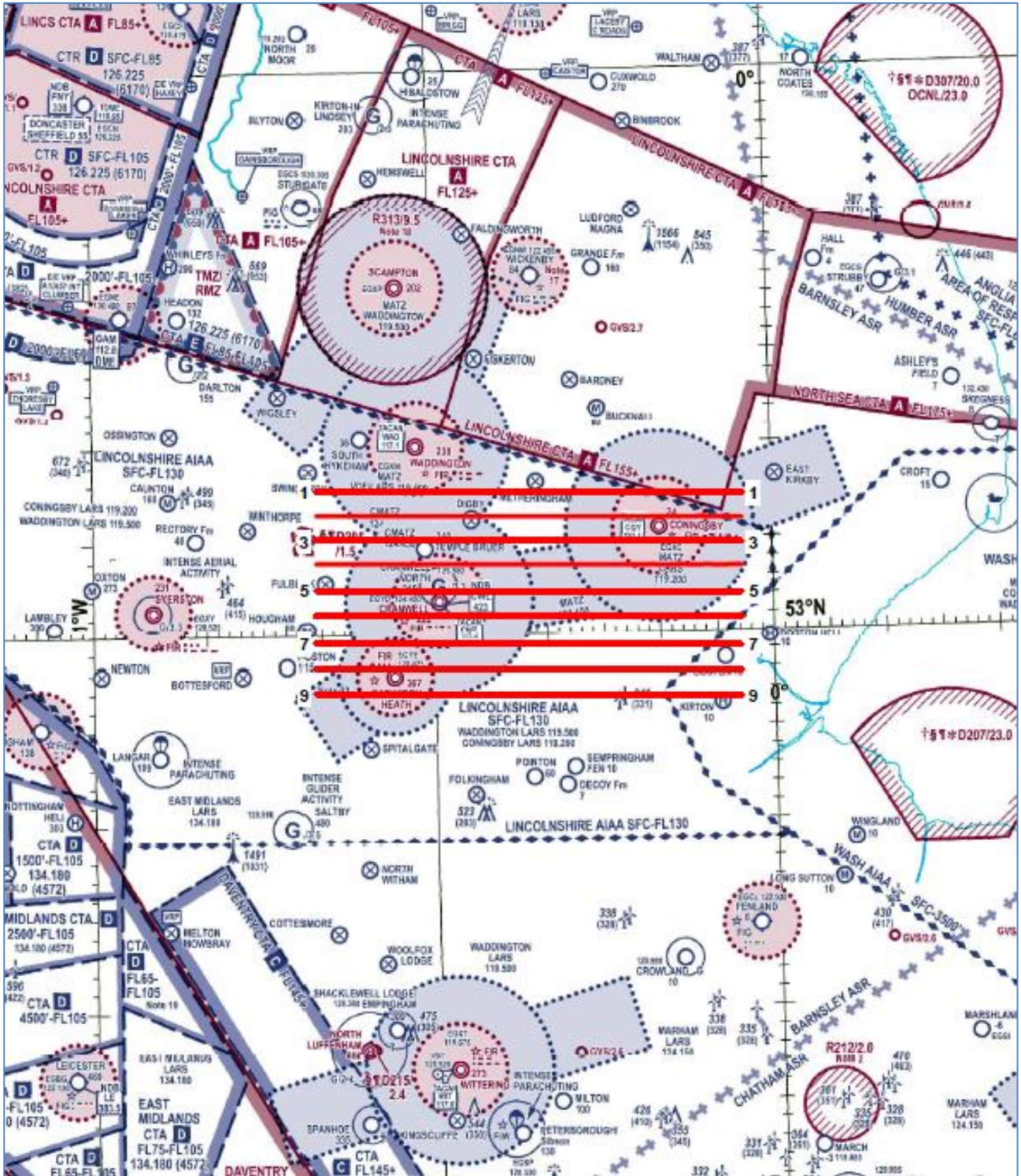


Chart 6 – Block LINC05_23
12,500ft AMSL

