

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-05-0222	1.0	09/06/2023	01/06/2023

AERIAL SURVEY BOURNEMOUTH & SOUTHAMPTON AREA

CAT Z

Subject to NOTAM: No

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

09th June 2023 – 30th November 2023

SR - SS

Vertical Limits:

FL110 – FL160

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: B200, PA31, PAY2
Callsign: PH-PNX, PH-PNY, PH-SLE, PH-SVX, PH-SVY

NDS Approved:

Not applicable

Event Sponsor(s):

Slagboom en Peeters Luchtfotografie BV
De Zanden, 9
7235PA Teuge
Netherlands
+31553231868
atcsenp@gmail.com

Aircraft Operator(s):

Slagboom en Peeters Luchtfotografie BV
De Zanden, 9
7235PA Teuge
Netherlands
+31553231868
atcsenp@gmail.com

ATS Units/
Controlling Agencies:

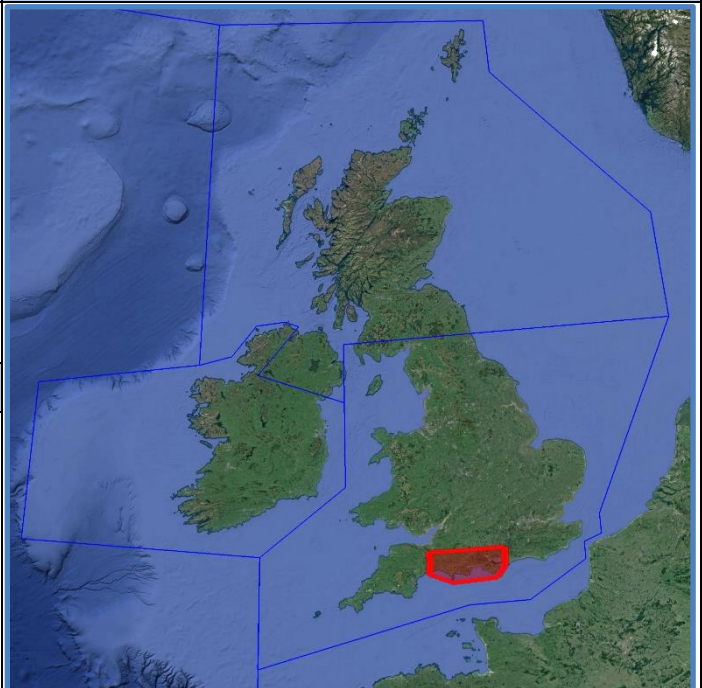
Boscombe Down	01980 663246
Bournemouth	01202 364150
Cardiff	01446 712562
Plymouth Mil	01752 557808
Southampton	02380 625875
Swanwick ACC – WAS ¹	01489 612420
Swanwick LTC – SWA ²	02380 401110
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 585511
Yeovilton	01935 455243

Info: Exeter

Airspace Reservations:

EG D012	Lyme Bay North	01752 557550
EG D026	Lulworth	01929 404859
EG D031	Portland	01752 557550
AARA 10E	SW Overland	01489 612495

Geographical Limits:



Departure/Destination Aerodrome(s)

TBC

ACN Issued by:

AS3

¹ Group Supervisor (GS) Channel via the London Area Control (LAS) Watch Assistant Supervisor (WAS).

² GS South via the London Terminal Control (LTC) Senior Watch Assistant (SWA).

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 or an aerial survey across the South Coast ivo Bournemouth and Southampton (N50W1) and consists of 12 legs.

16. **The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.**

17. **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 Air Traffic Service (ATS).

18. **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.

19. **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. For flight in the Berry Head CTA 2, the sponsor will need to contact Cardiff ATC

20. **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. Plymouth Mil – East	124.150 MHz
d. Swanwick Mil – West	135.150 MHz
e. Western Radar	132.300 MHz
f. Yeovilton	127.350 MHz

21. 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.

22. **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

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

24. 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.

25. **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.

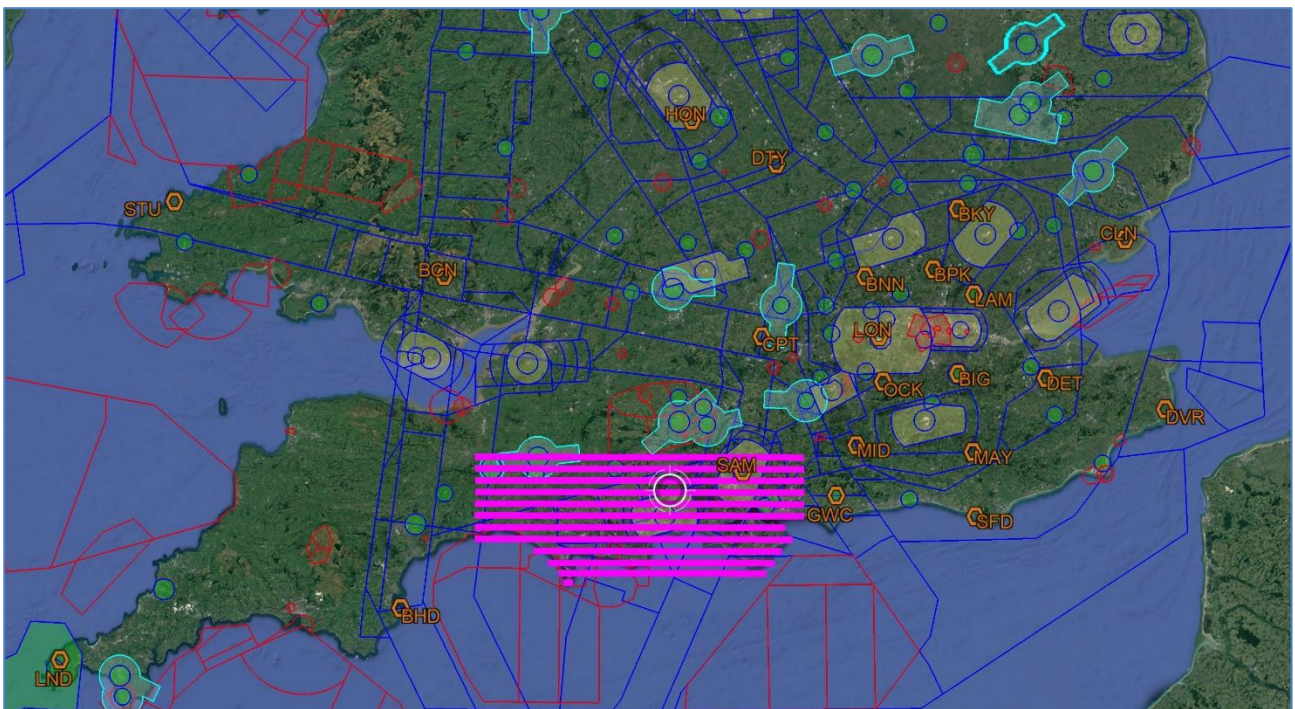
26. **Danger Areas (DAs).** Access to any DA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

SECTION 3

Area of Operation

27. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. Leg 01 is the most northerly and for ease of identification, each 5th leg is shown in orange.

Chart 1 – Overview



Charts 2 & 3 – Close In

