

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
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<b>AR-2024-3810</b>	<b>1.0</b>	<b>18/06/2024</b>	<b>12/06/2024</b>
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Civil Aviation Authority

## AERIAL SURVEY NATIONAL RAIL TREE HEALTH SOUTHAMPTON 2 EXCEL

### CAT Z

**Subject to NOTAM: No****Date(s) of activity/Validity:**

19 Jun 24 – 31 Oct 24

**Times - ALL TIMES UTC**

0800-1700

**Vertical Limits:**

1500ft – 4000ft AMSL

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

Tactically Issued by ATC

**Aircraft Details:**

Type: DA62  
 Callsign: BROxx (Broadsword)

**NDS Approved:**

Not Applicable

**Event Sponsor(s):**

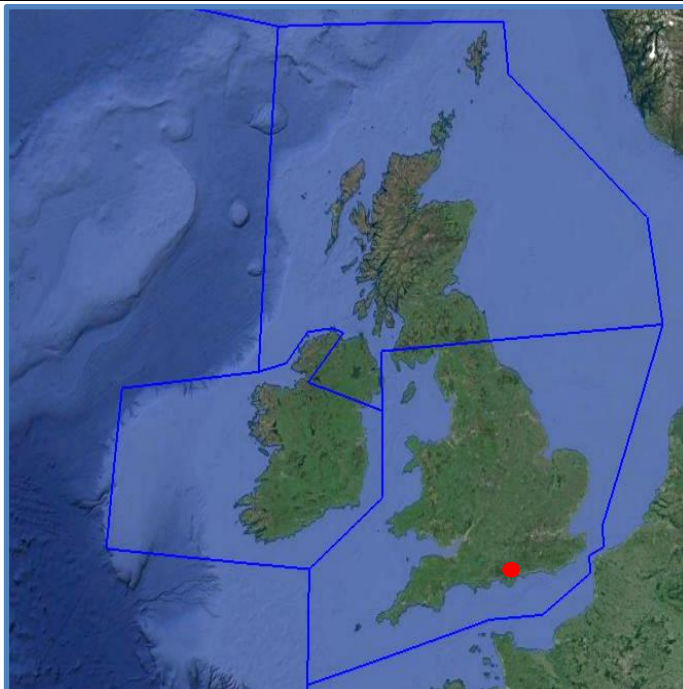
2Excel Aviation  
 Hangar 3  
 Doncaster Airport  
 DN9 3GE  
 01302 230 486  
[ops@2excel.uk](mailto:ops@2excel.uk)

**Aircraft Operator(s):**

2Excel Aviation  
 Hangar 3  
 Doncaster Airport  
 DN9 3GE  
 01302 230 486  
[ops@2excel.uk](mailto:ops@2excel.uk)

**ATS Units/  
Controlling Agencies:**

Southampton 023 8062 5875  
 Boscombe Down (Info) 01980 663246

**Geographical Limits:****Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)**

EGCN, EGBK, EGHF, TBC

**ACN Issued by:**

AU3

## 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) – AU3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

**SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**

15. This ACN details an aerial survey of National Rail Network ivo Southampton and Fareham to analyse tree health.

16. **Sortie profile:** Each leg is flown at 900m AGL which is between 3000ft – 4000ft AMSL. There is also an option to collect at 500m AGL, between 1500 and 2000ft AMSL. 900m is preferred and results in a significant reduction in collection time required allowing us to be clear of airspace sooner. The collections are conducted at around 110Kts in VMC conditions. After each leg the aircraft is required to reposition (at which point it can hold off if necessary) which will take approx. 3 min.

17. **Planned Routes:**

Name	Location	900m AGL		500m AGL	
		No. of legs	Est. Time (mins)	No. of legs	Est. Time (mins)
LTAA	Romsey	5	15	13	44
LTAB	Romsey	8	30	20	76
LEAA	Southampton Airport	15	55	33	122
LSBA	Southampton	10	35	31	107
LSBB	Fareham	6	21	17	60

18. **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.**

19. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN no later than 2 hours prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 1 hour prior to departure to confirm final details and ascertain the availability of an Air Traffic Service (ATS).

20. **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.

21. **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.

22. **ATS Provision – Outside CAS.** The activity area is within the coverage of the following units:

- a. Southampton 120.230 MHz
- b. Boscombe Down 126.700 MHz

23. 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.

24. **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

25. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
26. 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.
27. **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.
28. **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.
29. **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.*
30. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

### SECTION 3

#### Area of Operation

31. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

**Chart 1 – Overview**



Chart 2 – Route LTAA

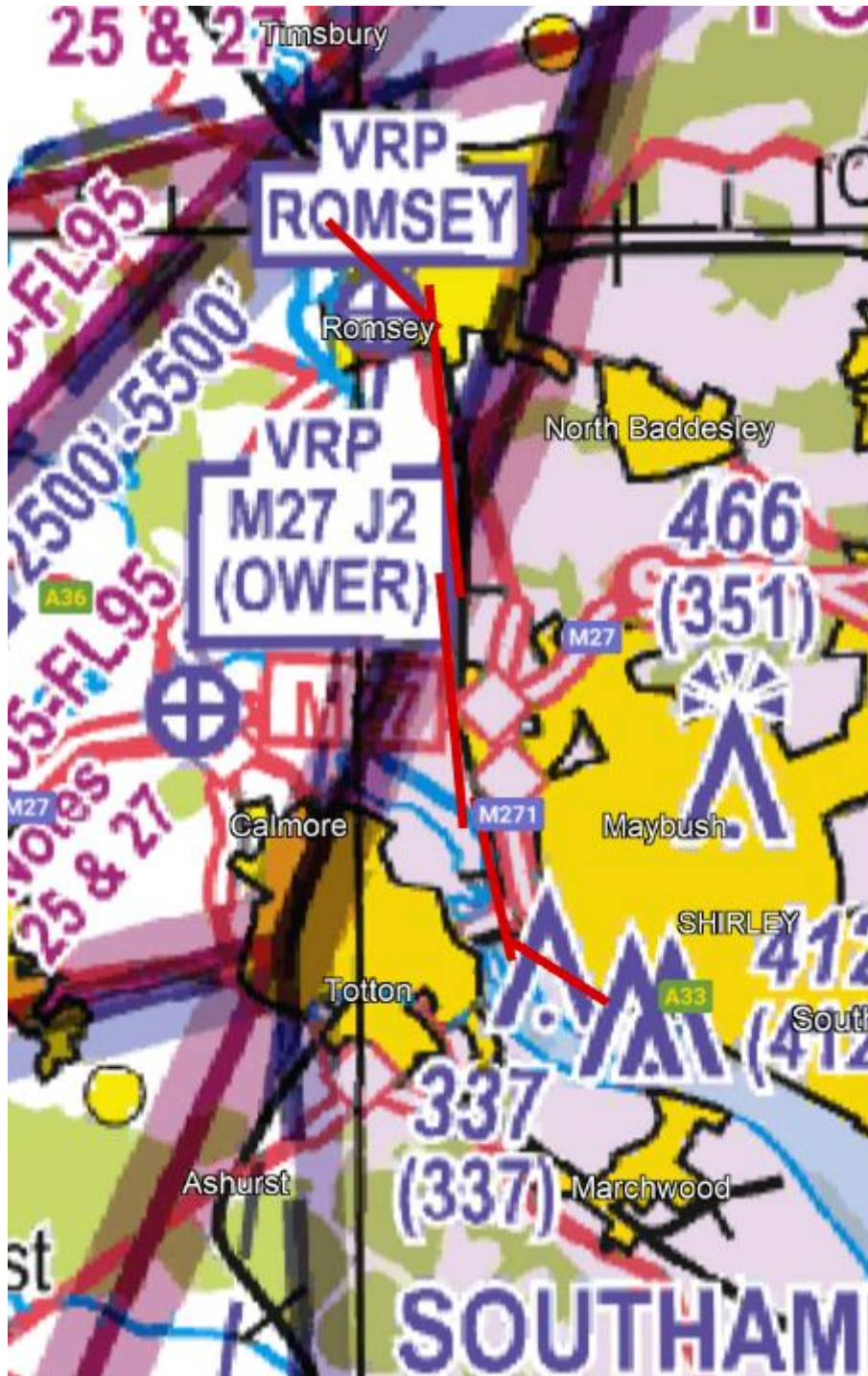


Chart 3 – Route LTAB



Chart 4 – Route LEAA

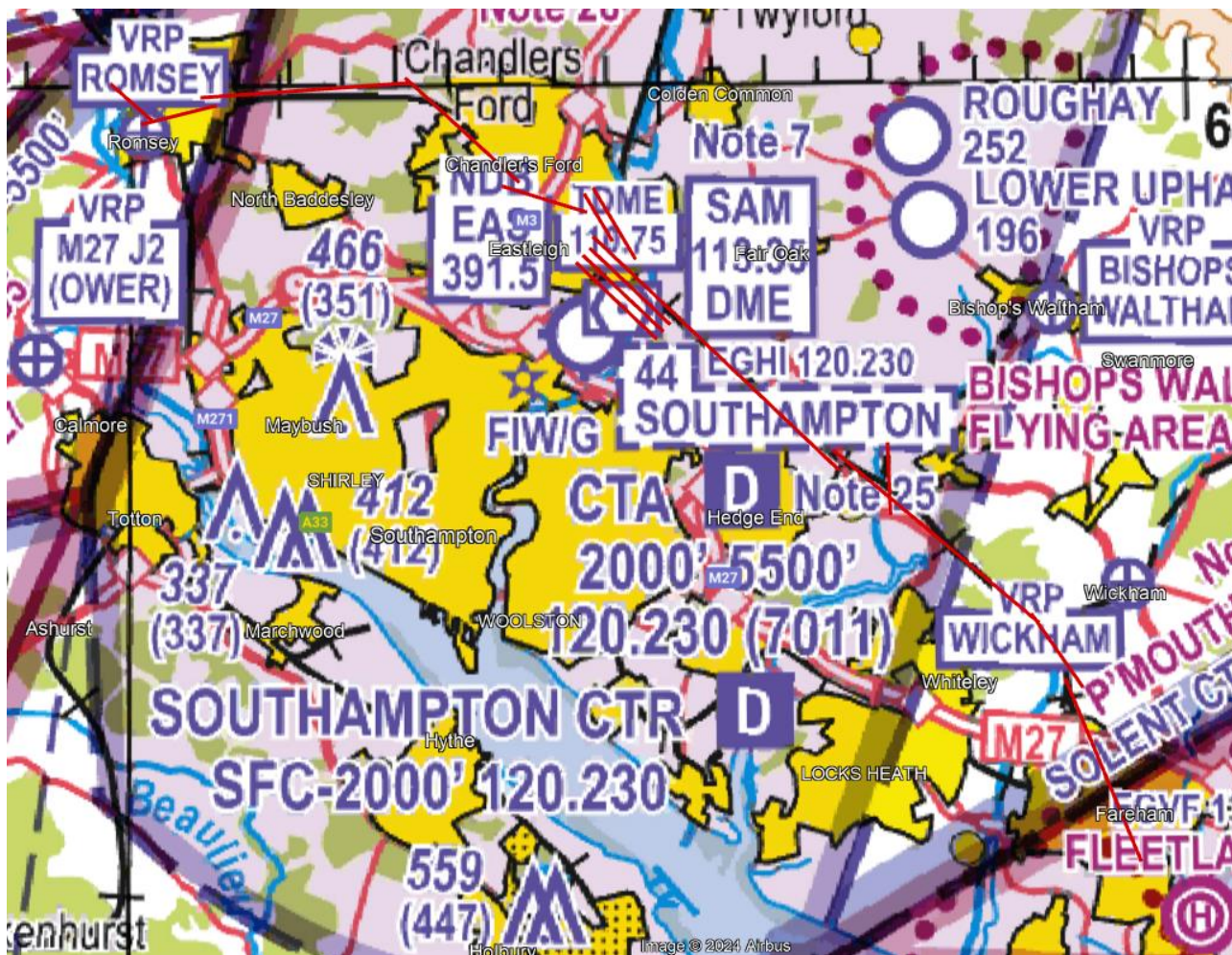
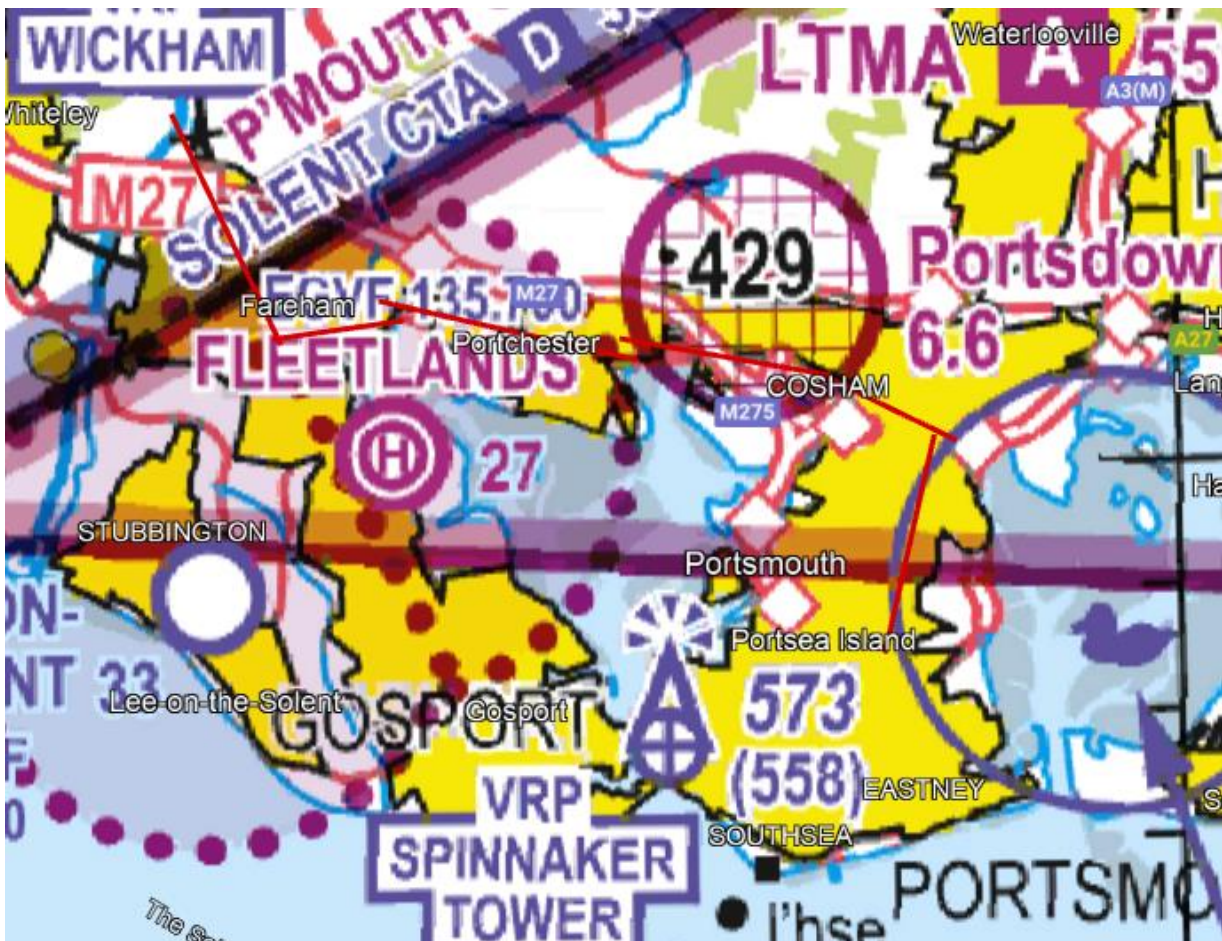


Chart 5 – Route LSBA



Chart 6 – Route LSBB





### Charts 2 & 3 - Close In

