

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-3992	1.0	02/07/2024	28/06/2024

Civil Aviation
Authority

AERIAL SURVEY SOUTH SCOTLAND

CAT Z

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

2 Jul 24 – 31 Dec 24

Times - ALL TIMES UTC

SR - SS

Vertical Limits:2000ft – 3000ft AMSL (likely request 1,600ft **AGL**)**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

Aircraft Details:

Type: PC6, Tecnam
Callsign: D-FIBE, D-FICA, D-FIPS, OE-FOU

NDS Approved:

Not Applicable

Event Sponsor(s):

Kamil Wojcik
Fugro NL Land B.V.
Veurse Achterweg, 10
2264 SG Leidschendam
The Netherlands

+31 610 035534

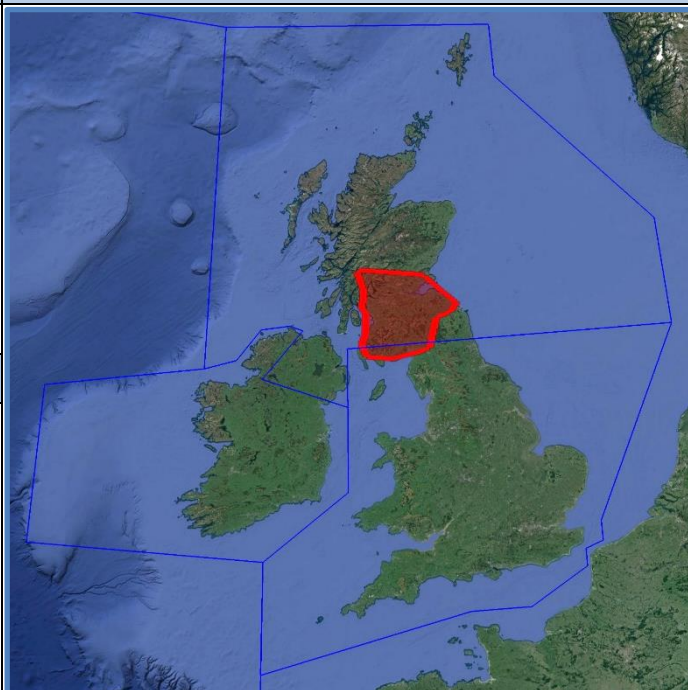
t.tegzes@fugro.com**Aircraft Operator(s):**

Pierre Stabile
Classic Wings GMBH
Flughafenstrasse, 48
40474 Dusseldorf
Germany

+33 609 846580

l.sandrin@classicwings.eu**ATS Units/
Controlling Agencies:**

Cumbernauld	01236 722822
Edinburgh	0131 348 4828
Glasgow	0141 840 8029
Leuchars	01334 848287
Prestwick	01292 511107

*Info: Prestwick ACC (inc Scottish Information)***Geographical Limits:****Airspace Reservations:**

EG D402A	Luce Bay (N)	01776 888930
EG D510A	Spadeadam	01697 749486
EG D601	Garelochhead	01412 248123
EG P611	Coullport / Faslane	SI 1003/2016
EG R504	Shotts	SI 1989/2118 / 1991/1979
EG R515	Hunterston	SI 1003/2016
EG R516	Torness	SI 1003/2016

Departure/Destination Aerodrome(s)

EGNC, EGPB, EGPK, EGPT

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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey of High Voltage transmission network across the south-central area of Scotland.

16. This ACN replaces ACN 2022-08-0113.

17. 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.

18. **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.

19. **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.

20. **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.

21. Whilst the sponsor has requested to fly in relation to ground level, for ATC purposes, inside CAS the aircraft may need to operate in relation to an altitude. The pilot is responsible for any conversion and informing ATC of the required altitude.

22. The sponsor should expect significant delays in accessing controlled airspace due to the routes, and the aircraft type. Consideration should be given to conducting these surveys in a helicopter due to the ability to hold and manoeuvre to fit the traffic situation. The pilot is to inform ATC of the desired routing and is to ensure that the leg times are explained prior to starting a section.

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

- | | |
|--------------|-------------|
| a. Edinburgh | 121.205 MHz |
| b. Glasgow | 119.100 MHz |
| c. Leuchars | 126.500 MHz |
| d. Prestwick | 129.450 MHz |

24. 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.

25. **Cumbernauld.** Sections 3, 12 & 14 will impact the Cumbernauld ATZ. As such, the sponsor shall engage with the aerodrome prior to departure when operating in this area. The pilot is to ensure that 2-way RT contact is made with Cumbernauld (120.605 MHz) when operating within 3nm of the aerodrome.

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.

27. **EG P611 (Coulpourt/Faslane).** In accordance with [The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016 – Statutory Instrument No.1003/2016](#), access to the restricted airspace of Coulpourt/Faslane is subject to a separate specific approval from the CAA.

28. **EG R515 (Hunterston).** In accordance with [The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016 – Statutory Instrument No.1003/2016](#), access to the restricted airspace of Hunterston is subject to a separate specific approval from the CAA.

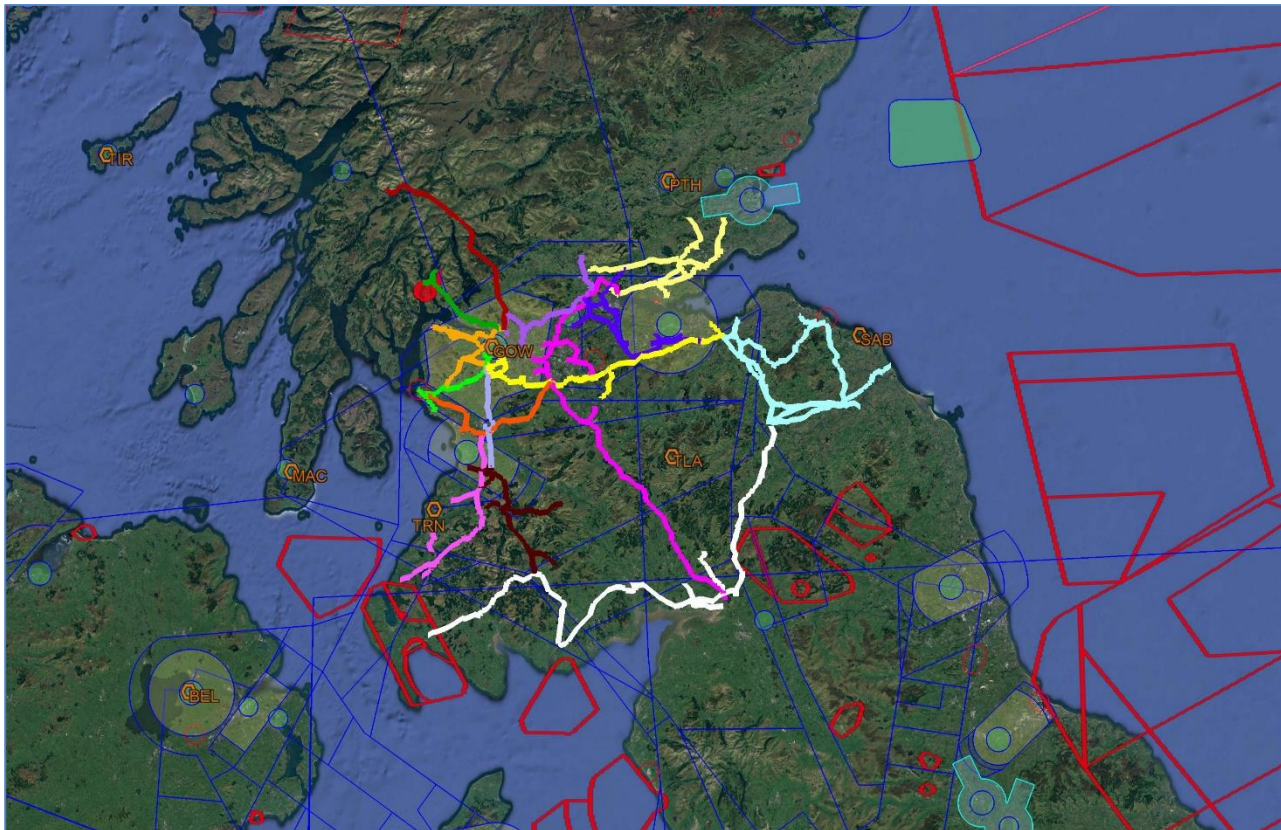
29. **EG R516 (Torness).** In accordance with [The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016 – Statutory Instrument No.1003/2016](#), access to the restricted airspace of Torness is subject to a separate specific approval from the CAA.

SECTION 3

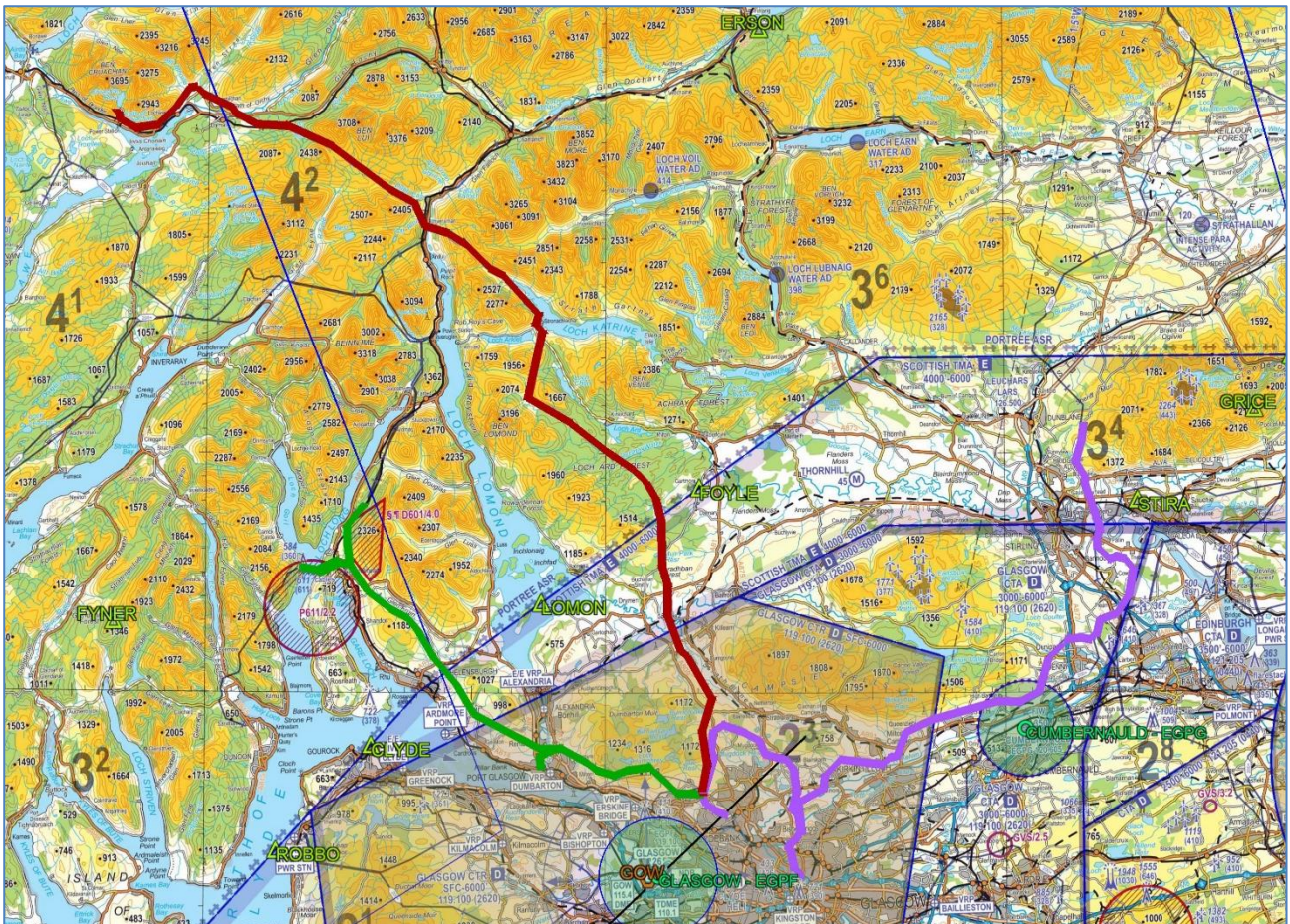
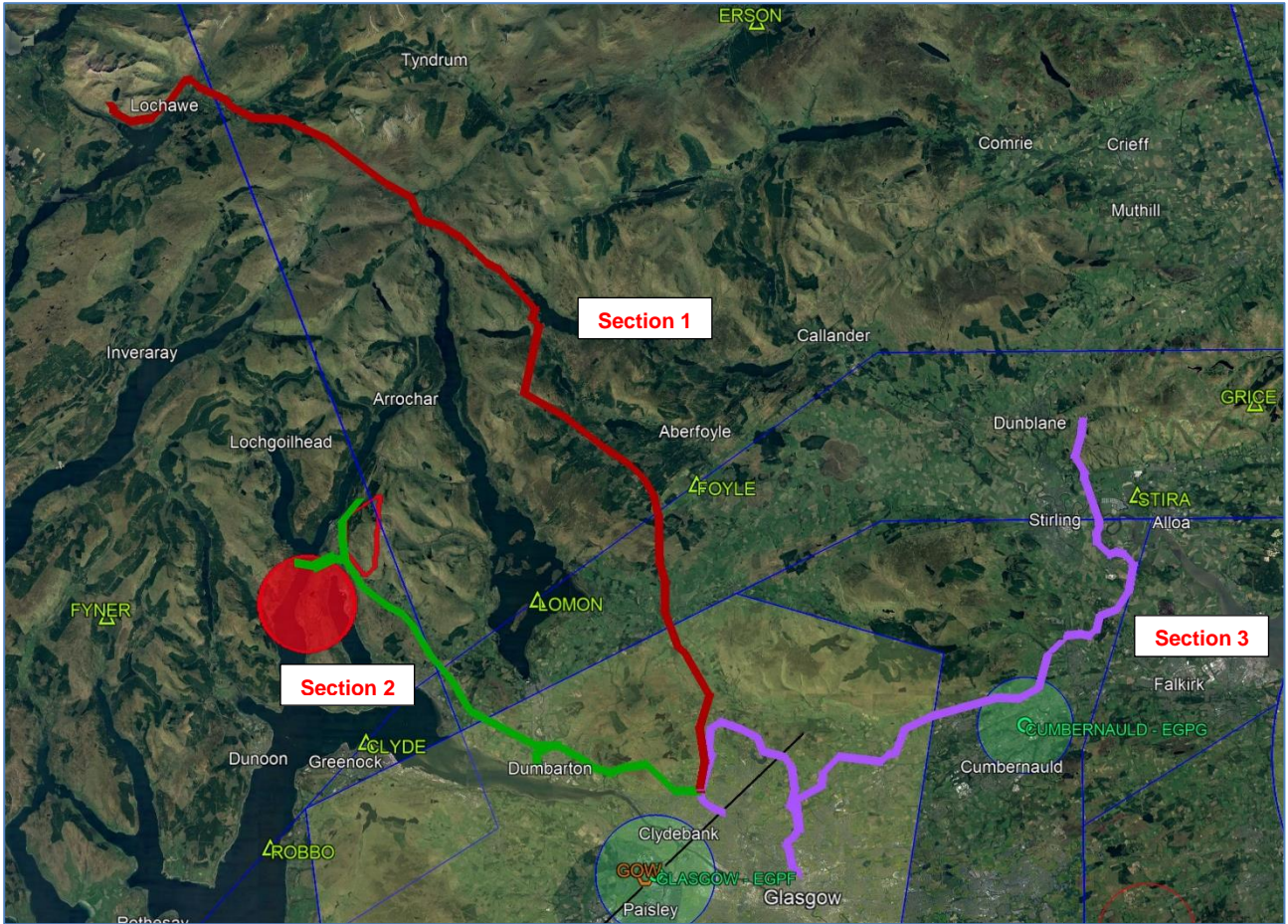
Area of Operation

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

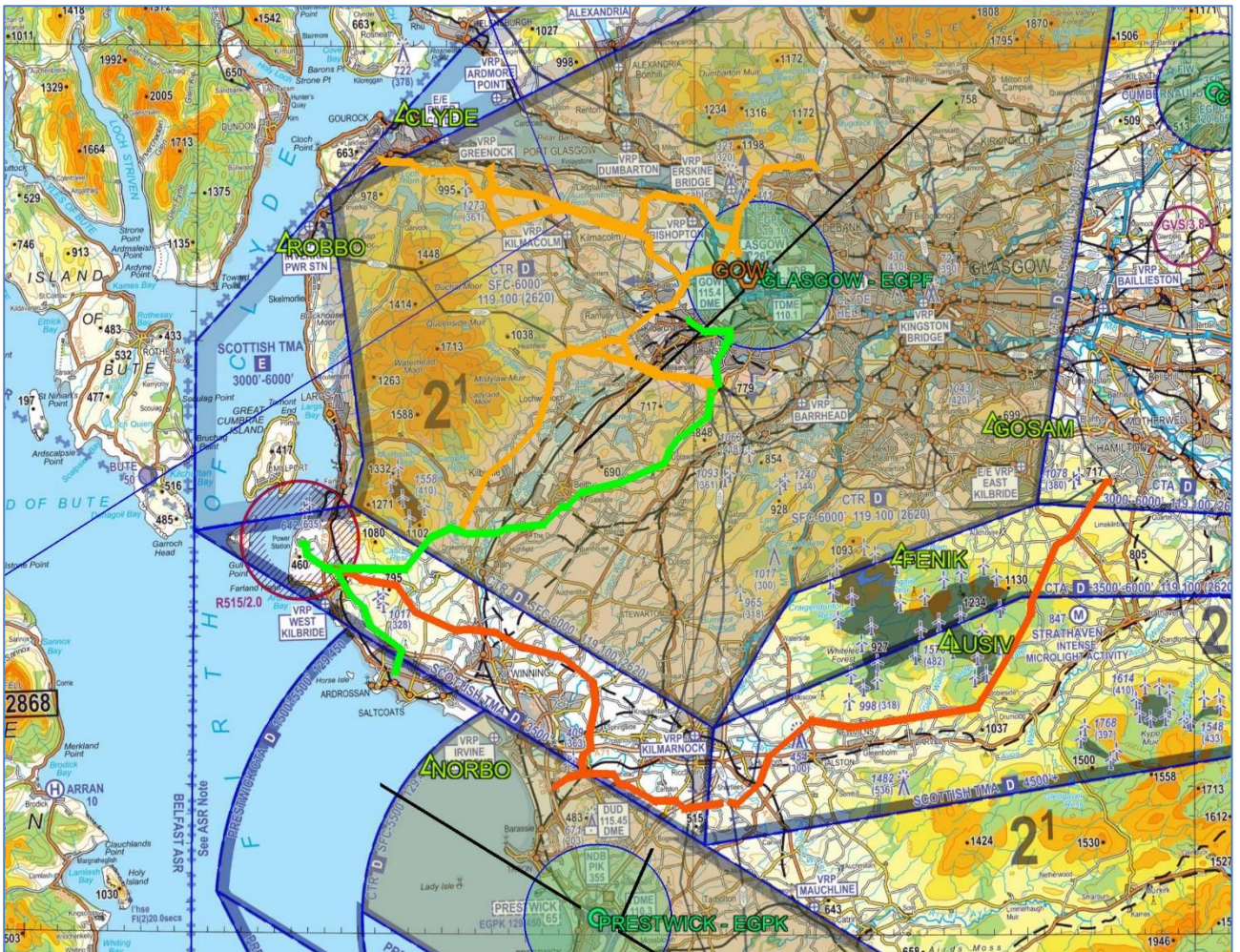
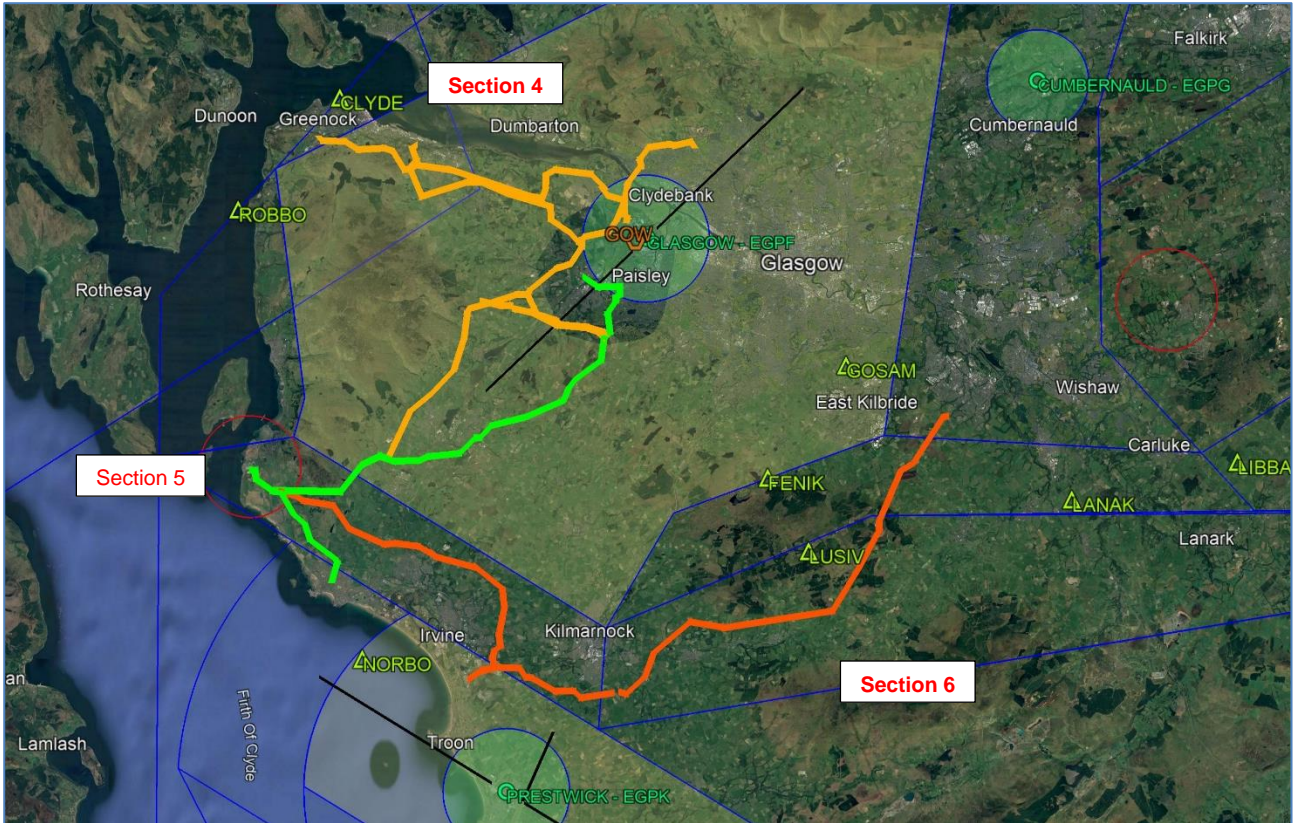
Chart 1 – Overview



Charts 2 & 3 – Sections 1, 2 & 3



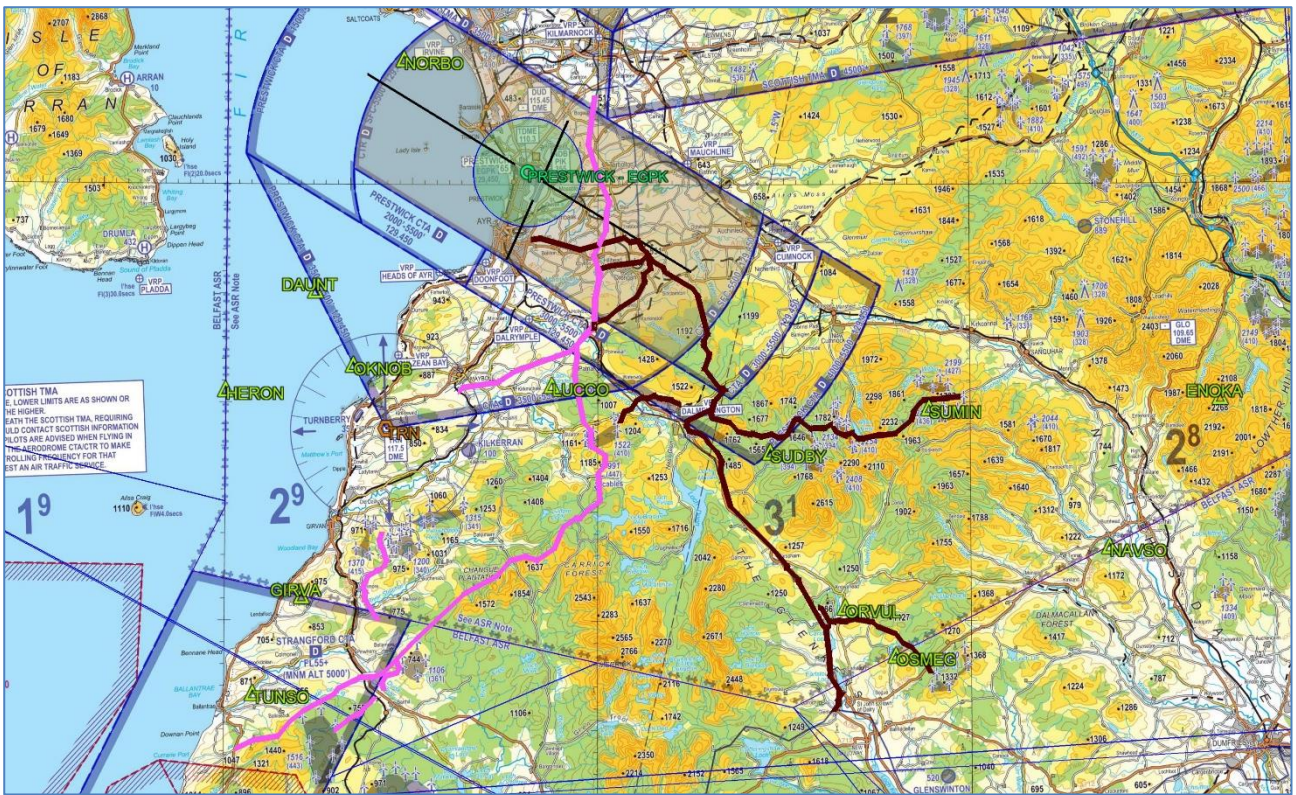
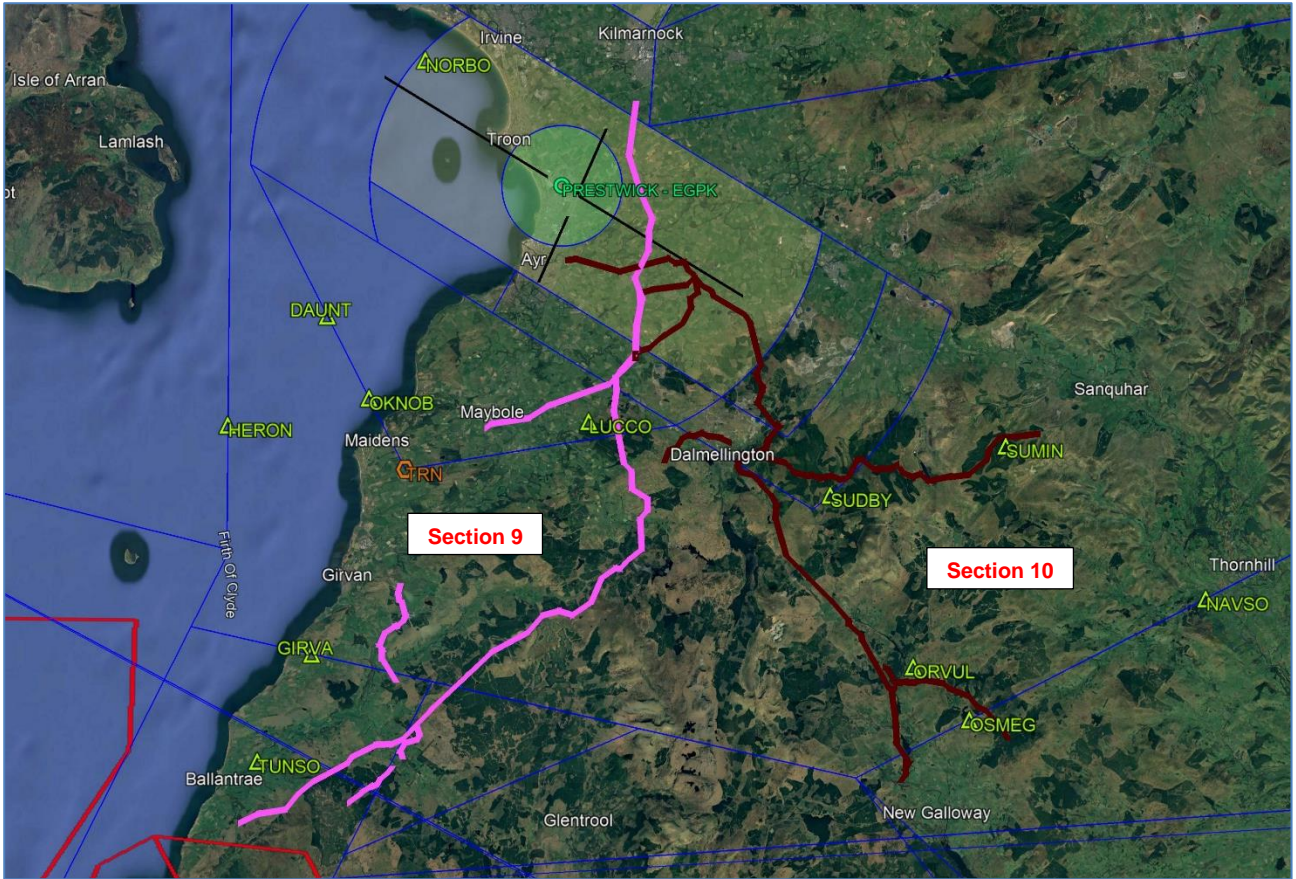
Charts 4 & 5 – Sections 4, 5 & 6



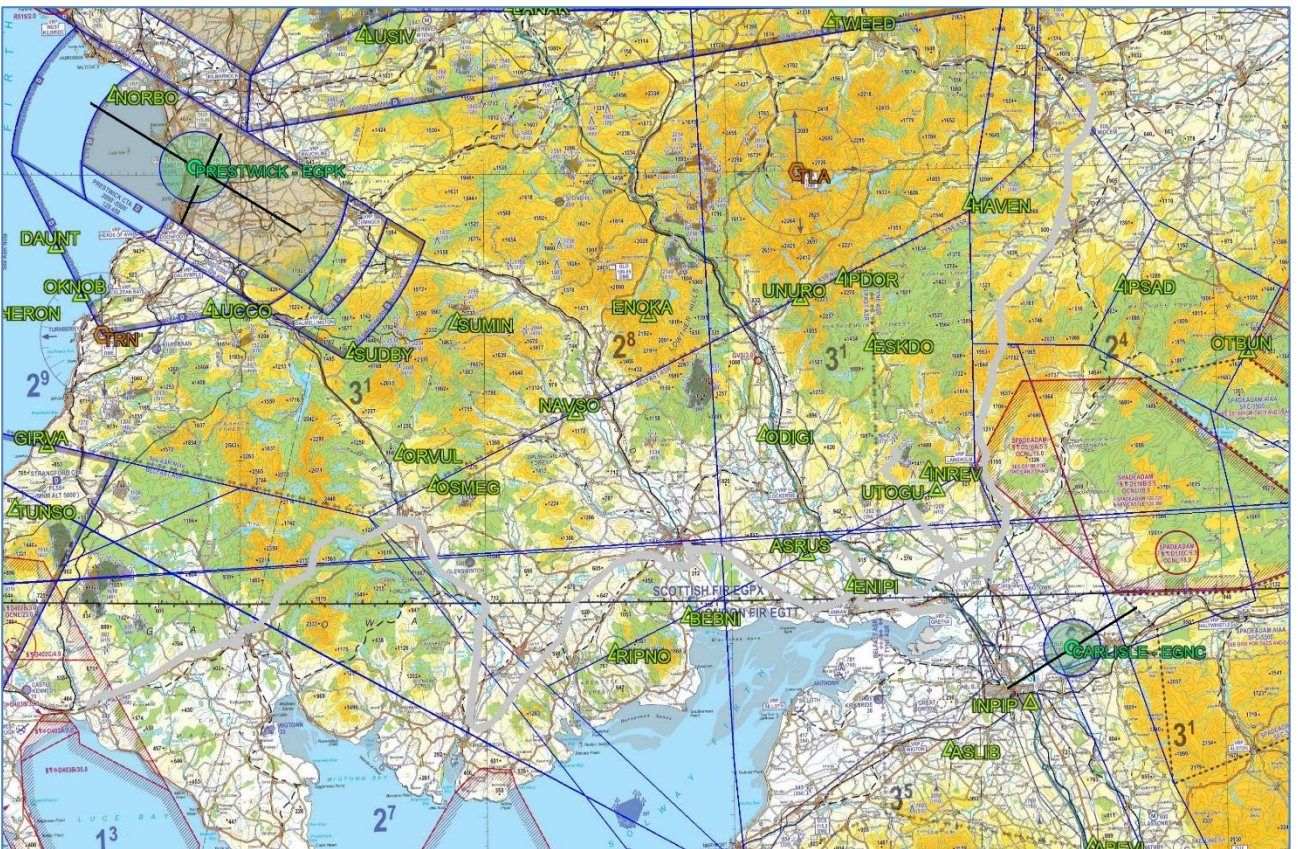
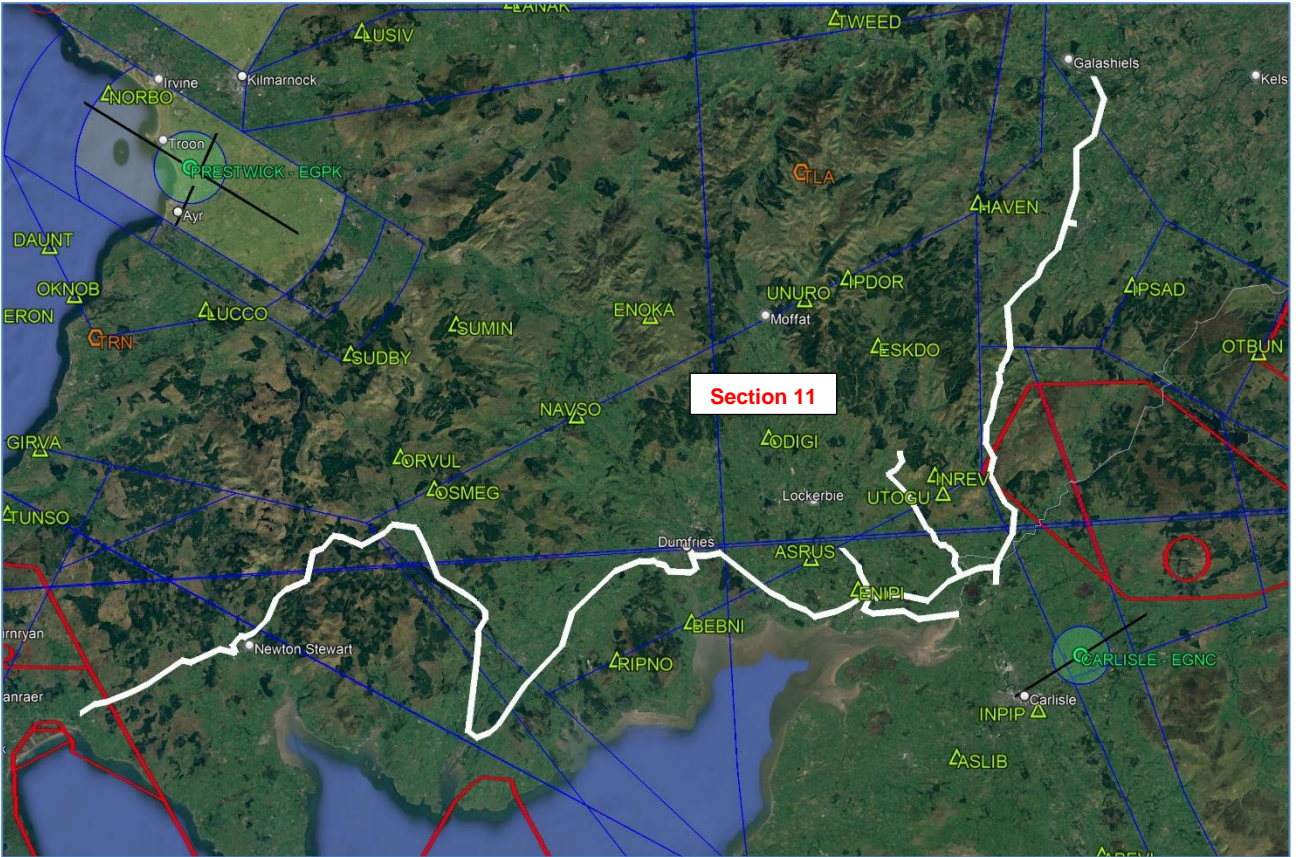
Charts 8 & 9 – Section 8



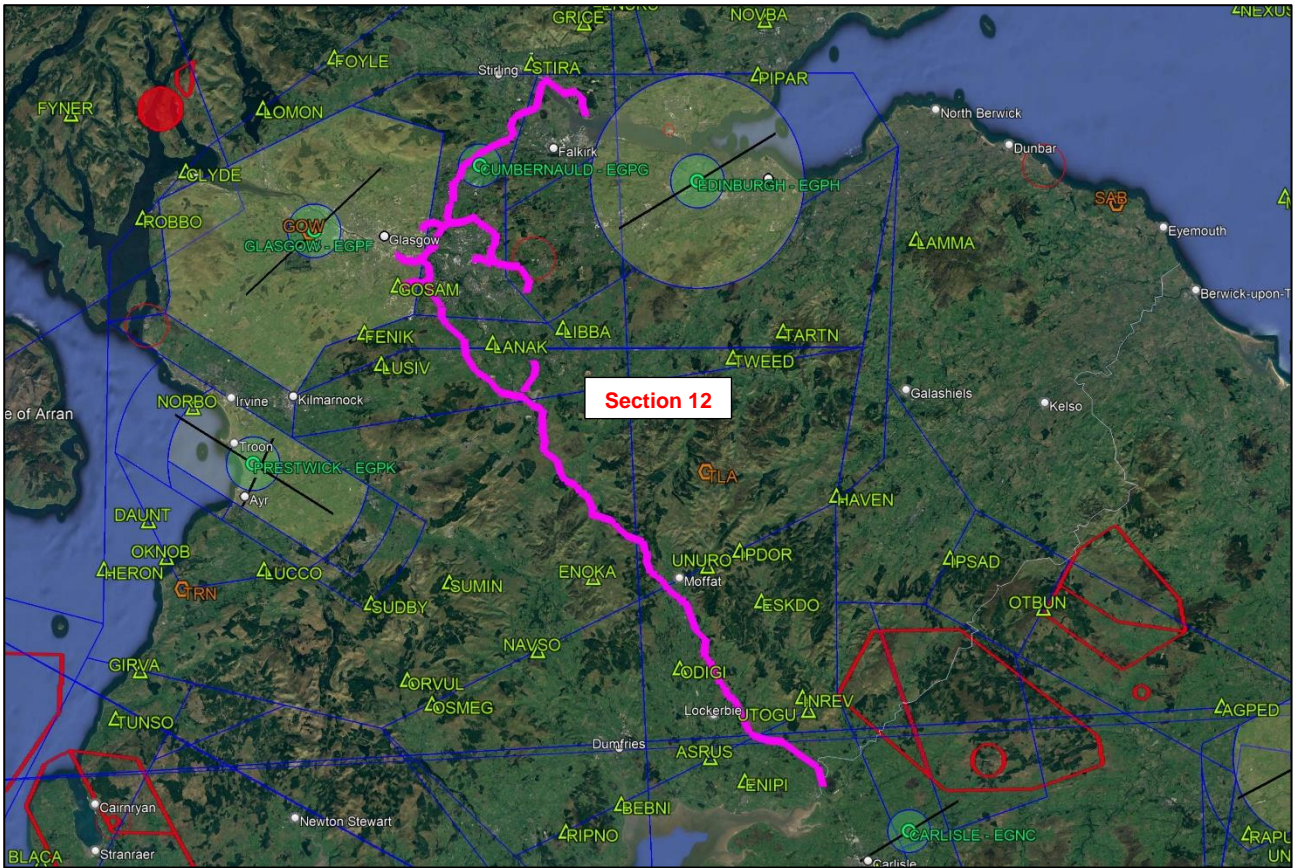
Charts 10 & 11 – Sections 9 & 10



Charts 12 & 13 – Section 11



Charts 14 & 15 – Section 12



Charts 16 & 17 – Sections 13, 14 & 15

