

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-951	1.0	07/03/2025	28/02/2025

Civil Aviation
Authority

Aerial Survey Wales Ordnance Survey

CAT Z

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

7 Mar 25 – 30 Nov 25

Times

Daylight Hours

Vertical Limits:

FL130 – FL140

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: King Air E90 or similar
 Callsign: WKT**; PH ZHZ

NDS Approved:

No

Event Sponsor(s):

Ordnance Survey
 Annexe to DEA Aviation Ltd
 Retford/Gamston Airport
 Retford
 Nottinghamshire
 DN22 0QL

FlyingUnit@os.uk

01777 838434

Aircraft Operator(s):

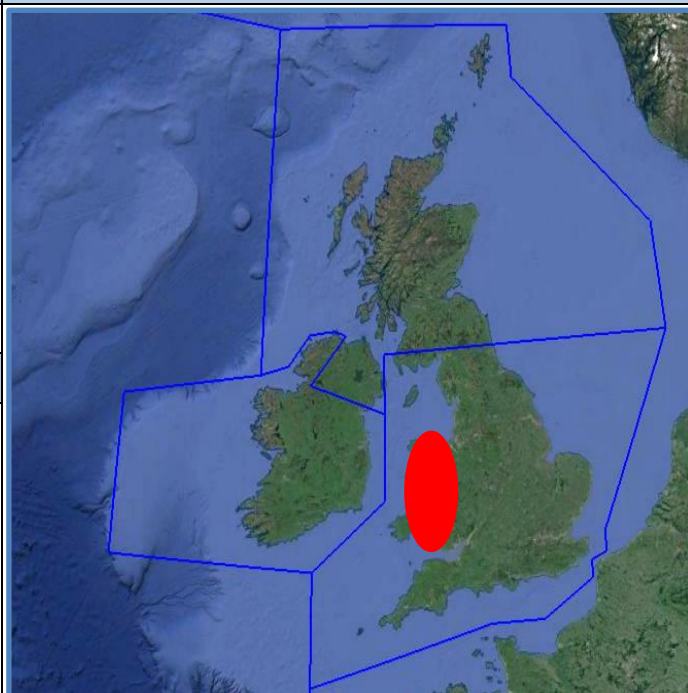
Ordnance Survey
 Annexe to DEA Aviation Ltd
 Retford/Gamston Airport
 Retford
 Nottinghamshire
 DN22 0QL

FlyingUnit@os.uk

01777 838434

ATS Units/**Controlling Agencies:**

Aberporth	01239 811100
Bristol	01275 473714
Cardiff	01446 712562
Prestwick AC	01294 655300
Swanwick Mil (78 Sqn) West	01489 612417
Swanwick AC Shift Supervisor Desk	01489 612420
Valley	01407 762241 ext 7462
Western Radar	01489 585511

Geographical Limits:**Airspace Reservations:**

D113 01646 662496
 D115 01834 871282
 D117 01994 452240
 D201 01239 813219
 D202 01239 813219
 D203 01874 635599

Departure/Destination Aerodrome(s)

EGNE

CAN 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 CAN 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 CAN 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 CAN 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 CAN.
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 CAN 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 CAN with SARG quoting the CAN 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 an air camera survey across Wales.

16. **The sponsor is responsible for obtaining any required permits to fly within UK airspace; this CAN 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 CAN 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).

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.

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

- | | |
|----------------------|----------------|
| a. Swanwick Mil West | On Request |
| b. Valley | Freq - 125.230 |
| c. Aberporth | Freq - 120.835 |
| d. Western Radar | On Request |

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. **Special Use Airspace (SUAs).** Access to any SUA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

27. **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.*

28. **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

29. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. Turns will extend the area of operation by up to 5nm beyond the plotted run extent.

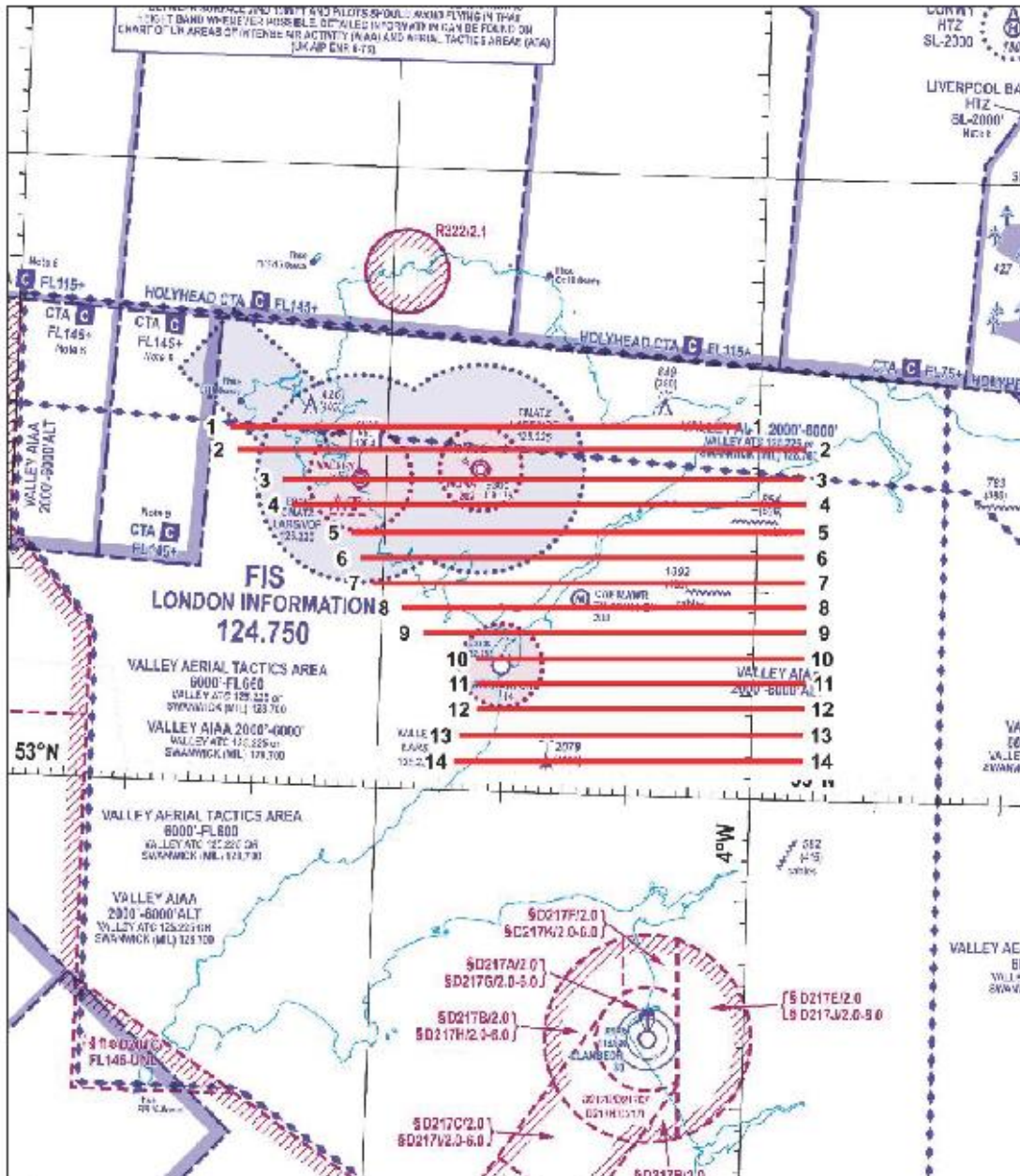
CAA AIR CHART 2025 NWALES01_25

DURATION: 2h 20mins
ALTITUDE: 13,000'



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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

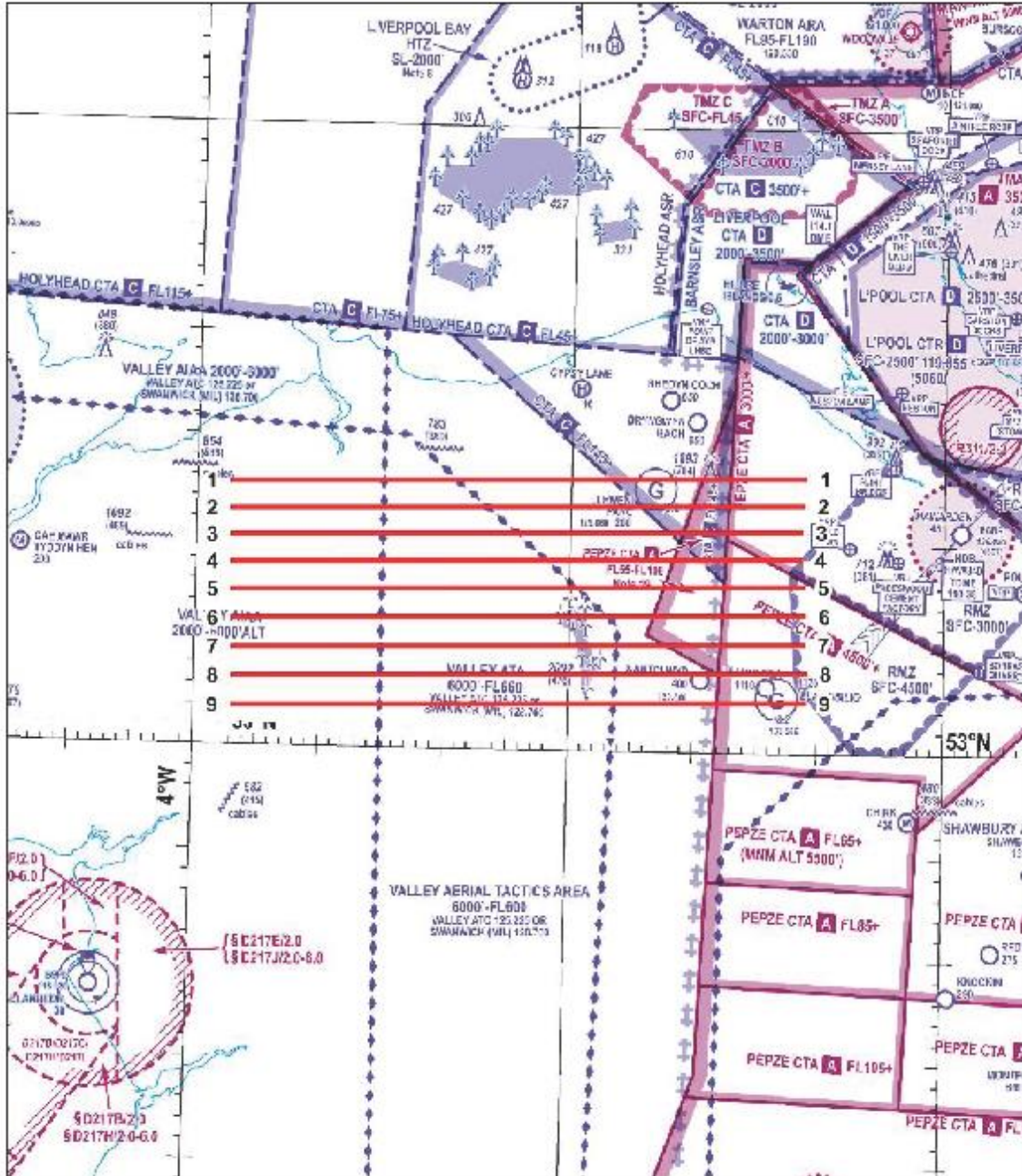
NWALES02_25

DURATION: 1h 45mins
ALTITUDE: FL130 (FL140 acceptable)



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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

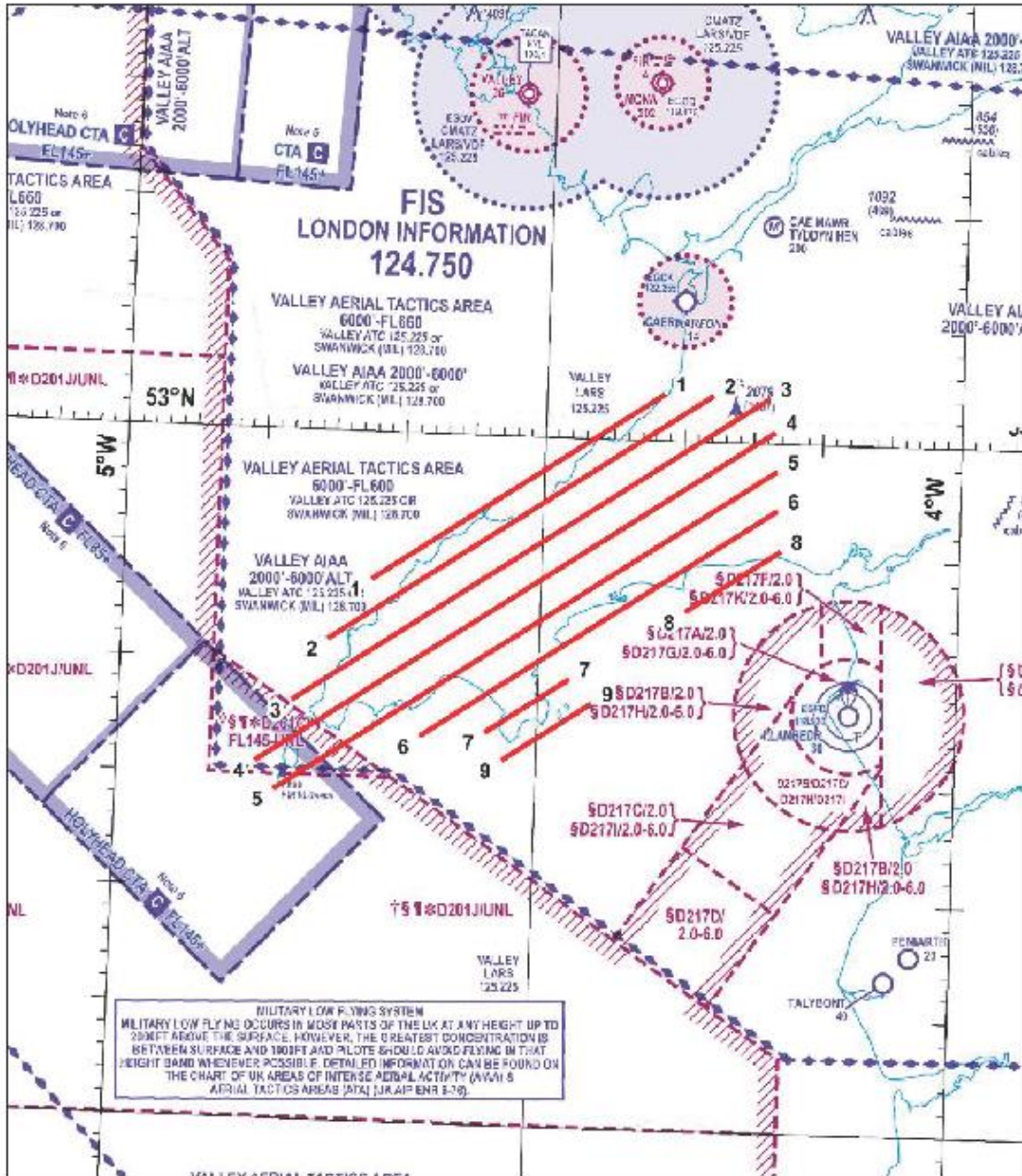
NWALES04_25

DURATION: 1h 15mins
ALTITUDE: 13,000'



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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

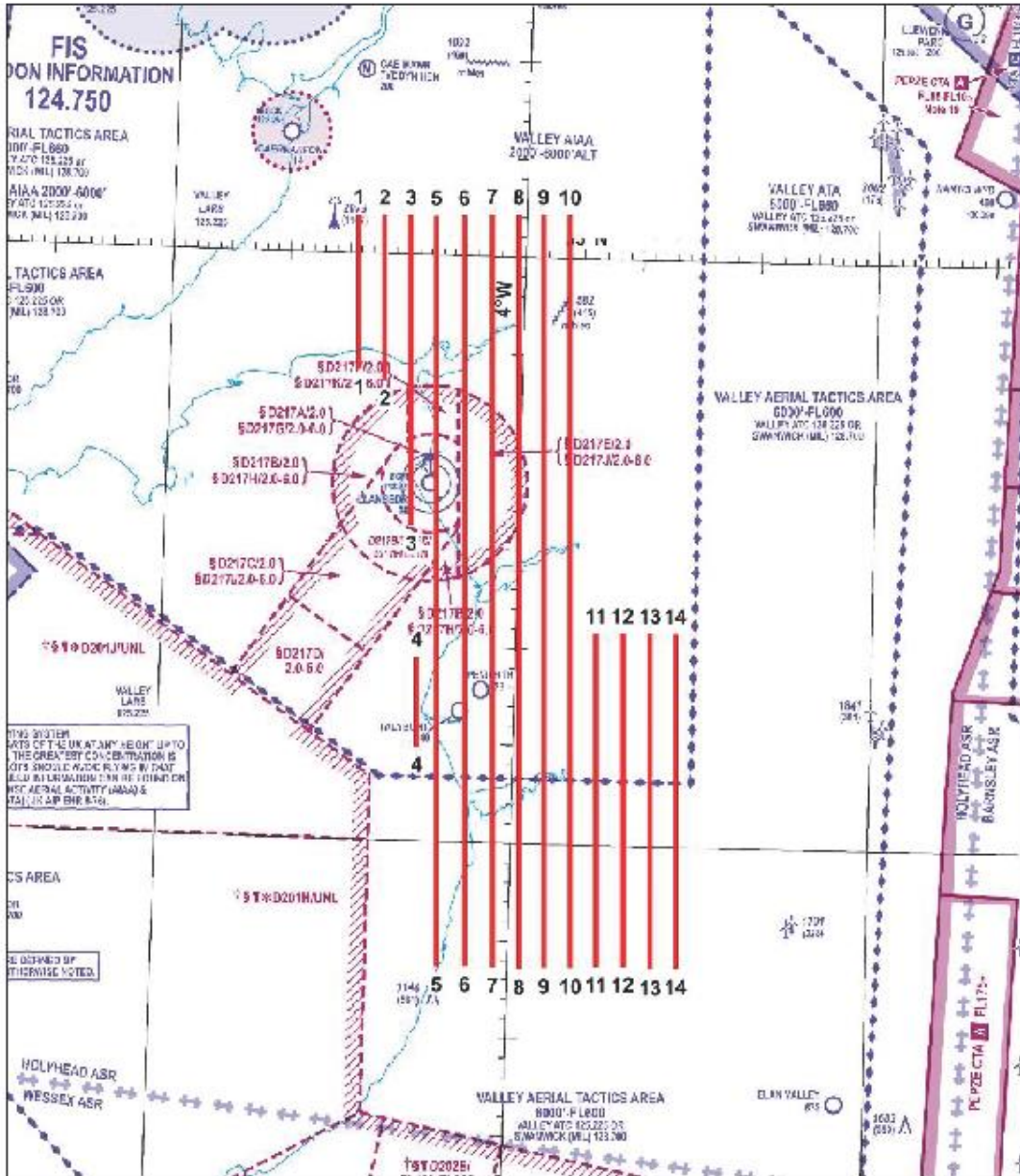
NWALES05_25



DURATION: 2h 35mins
ALTITUDE: 13,000'

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

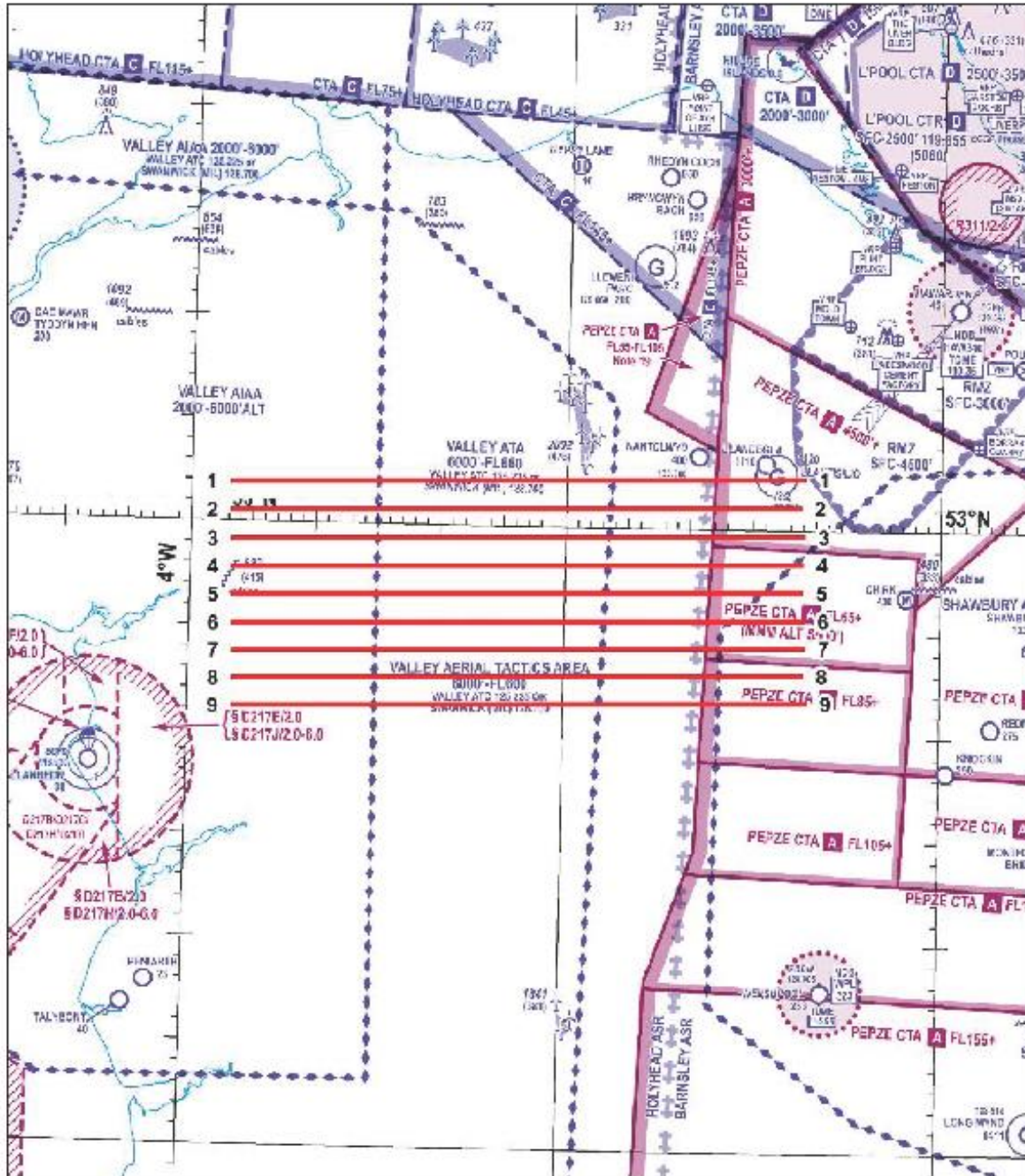
NWALES06_25



DURATION: 1h 45mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

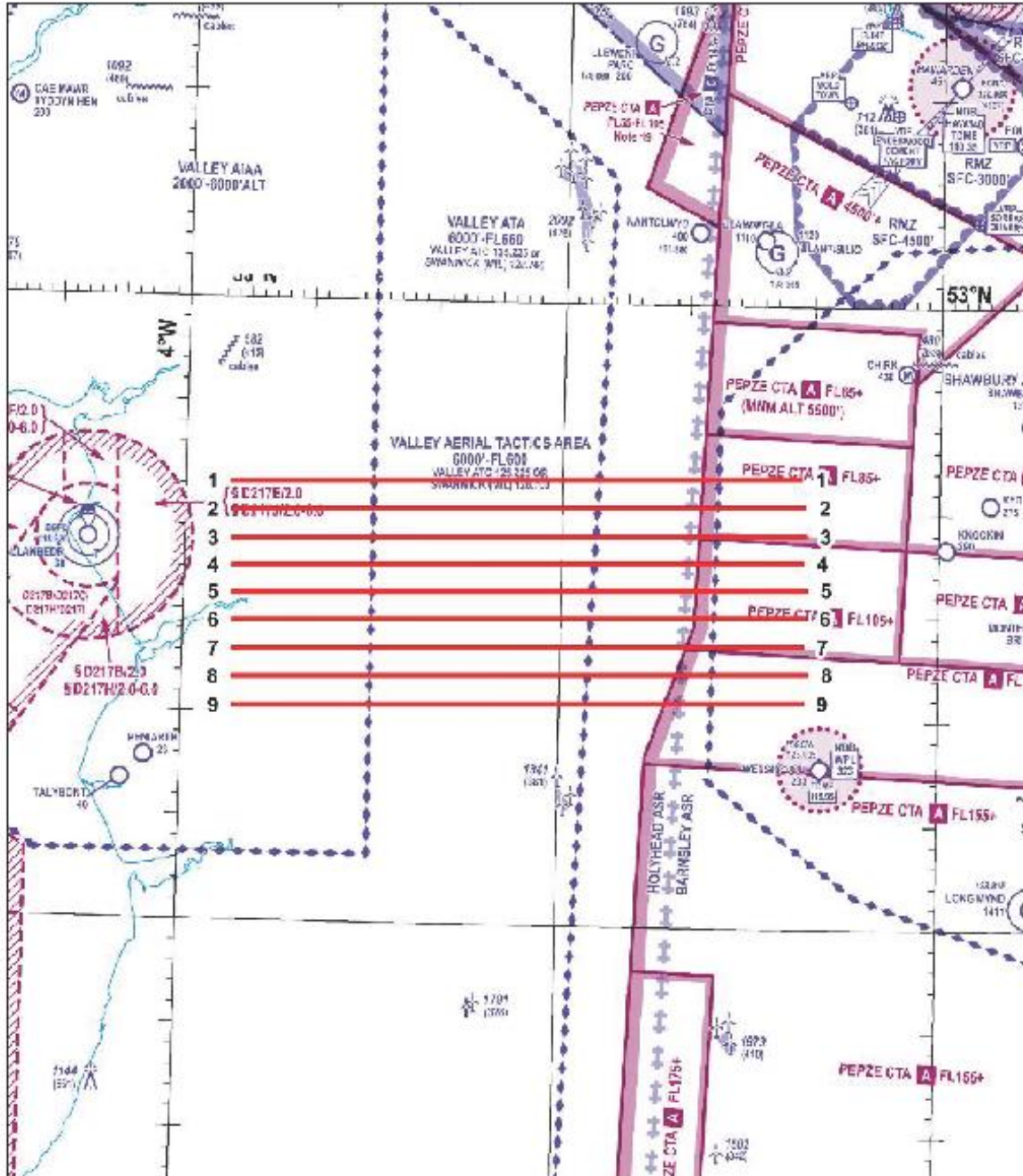
NWALES07_25



DURATION: 1h 45mins
ALTITUDE: FL130 (FL140 acceptable)

© Crown Copyright 2025

NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

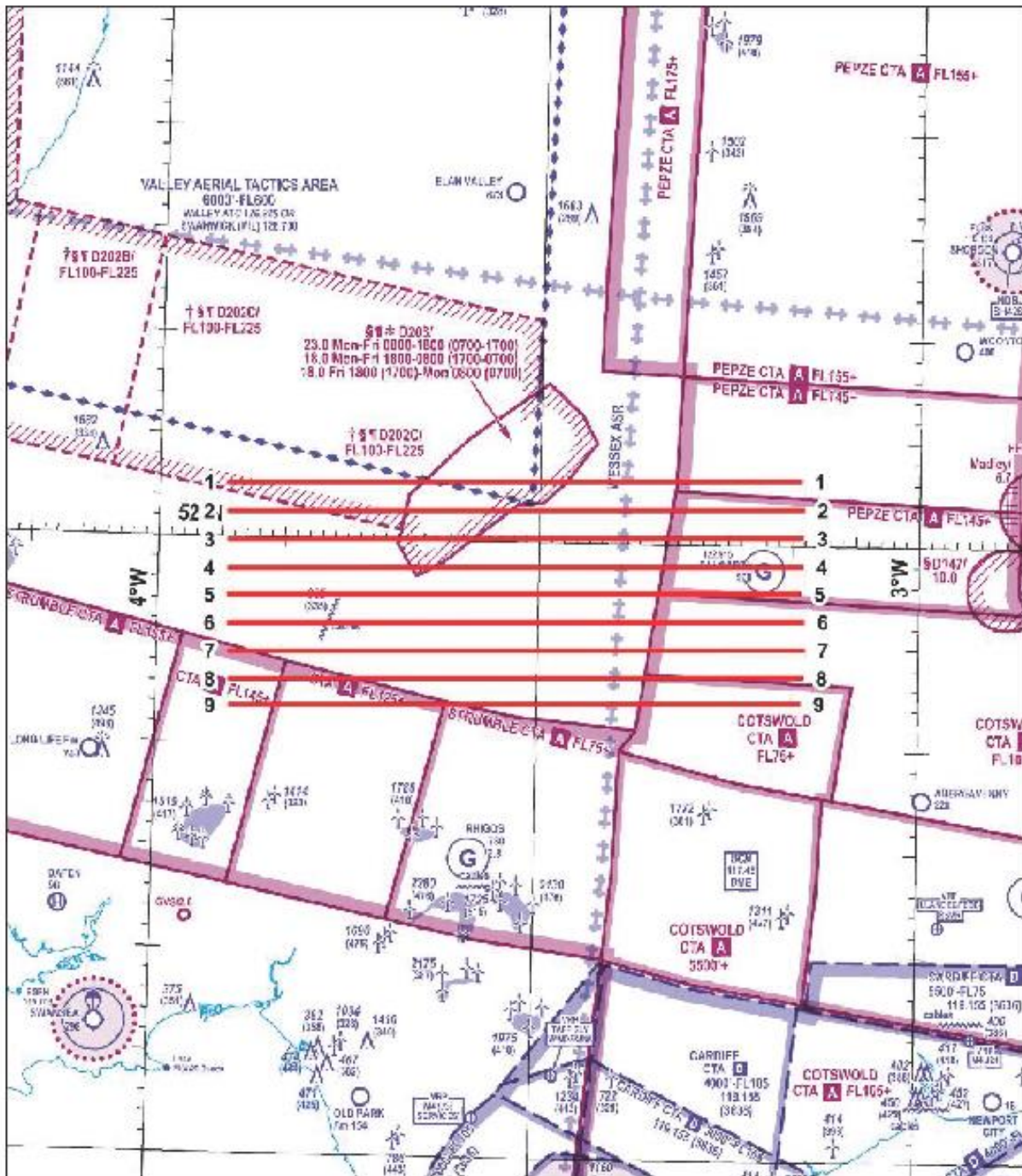
SWALES04_25



DURATION: 1h 50mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

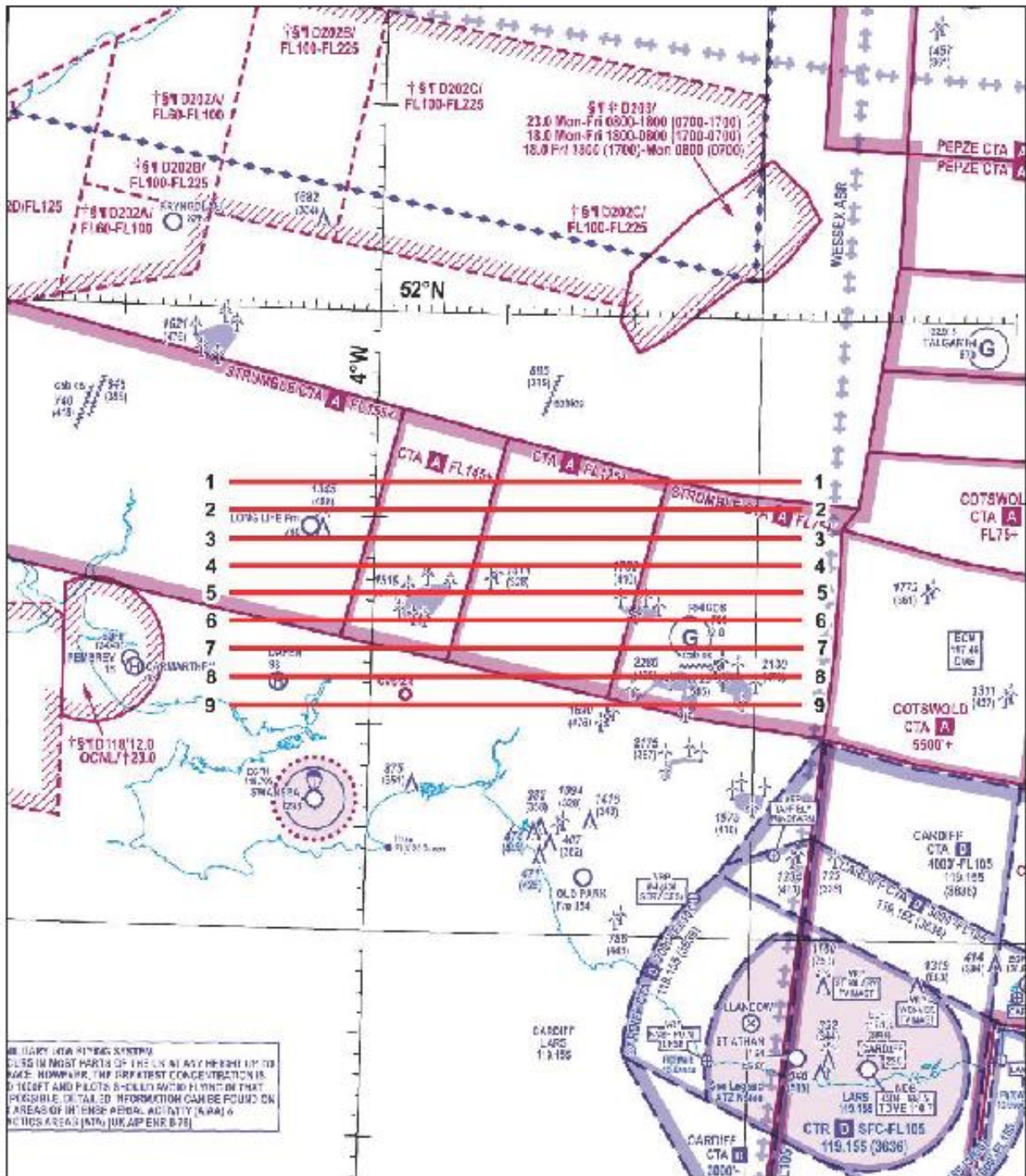
SWALES05_25



DURATION: 1h 45mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

SWALES06_25

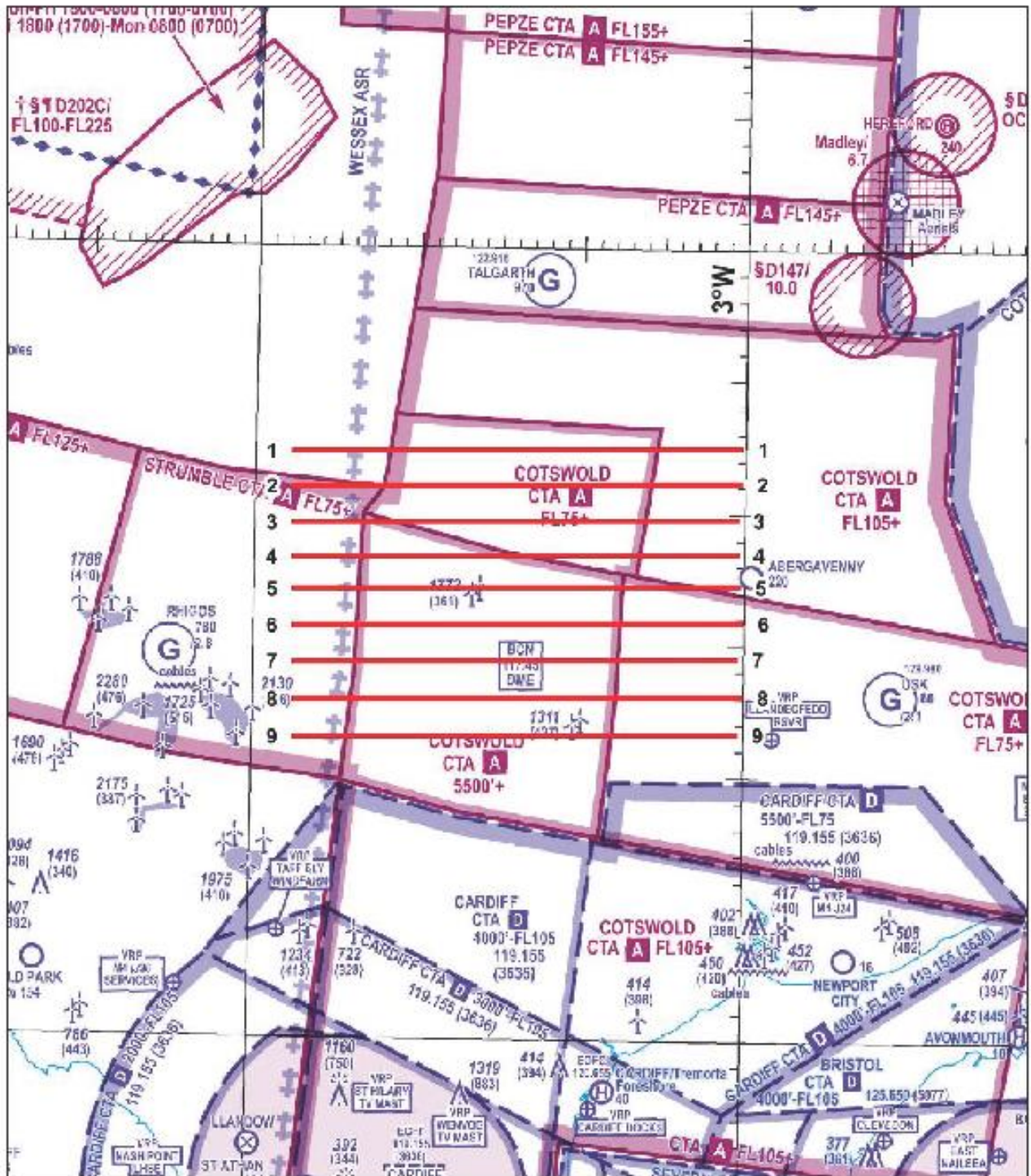


Ordnance Survey

DURATION: 1h 20mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

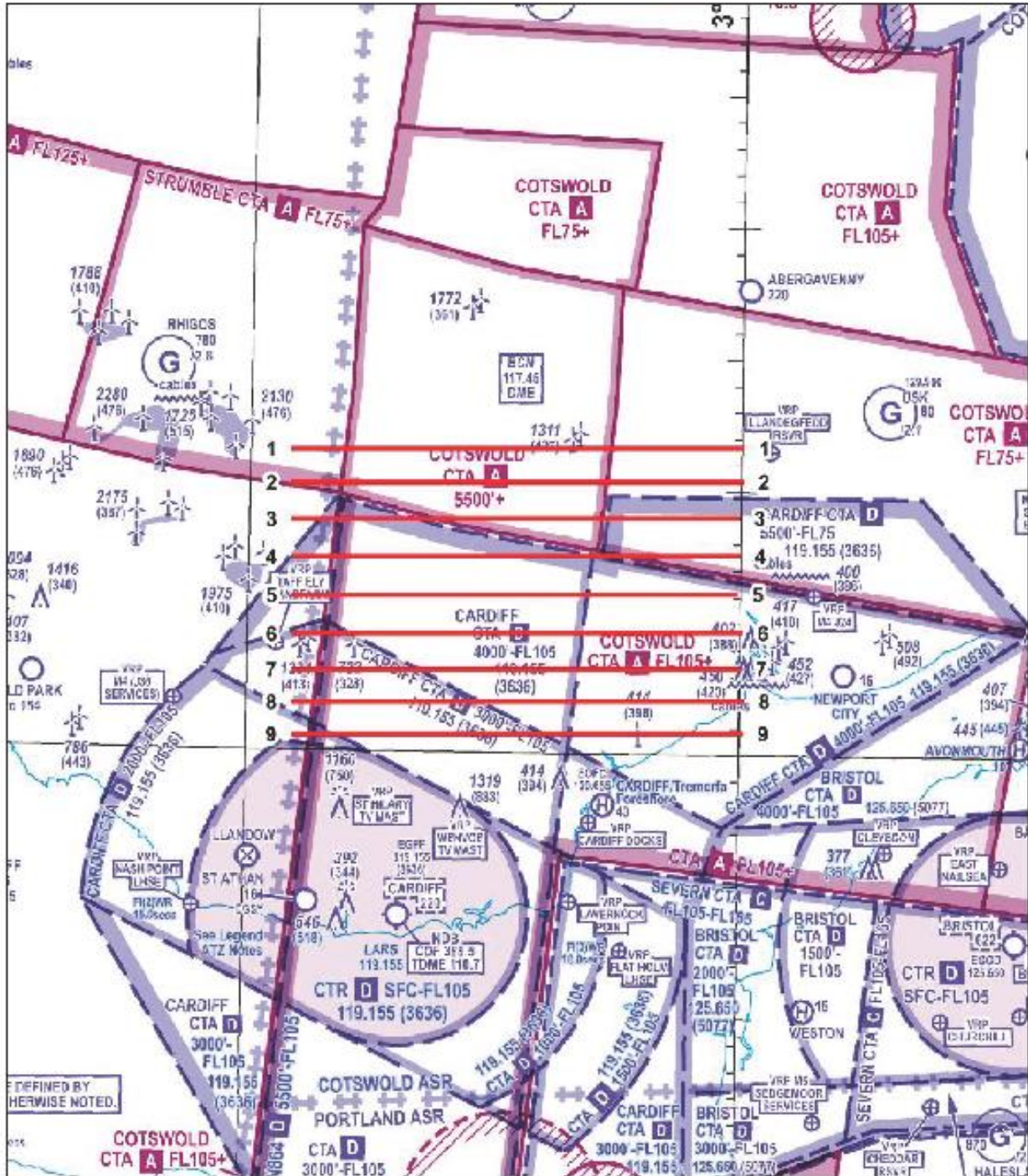
SWALES07_25



DURATION: 1h 20mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

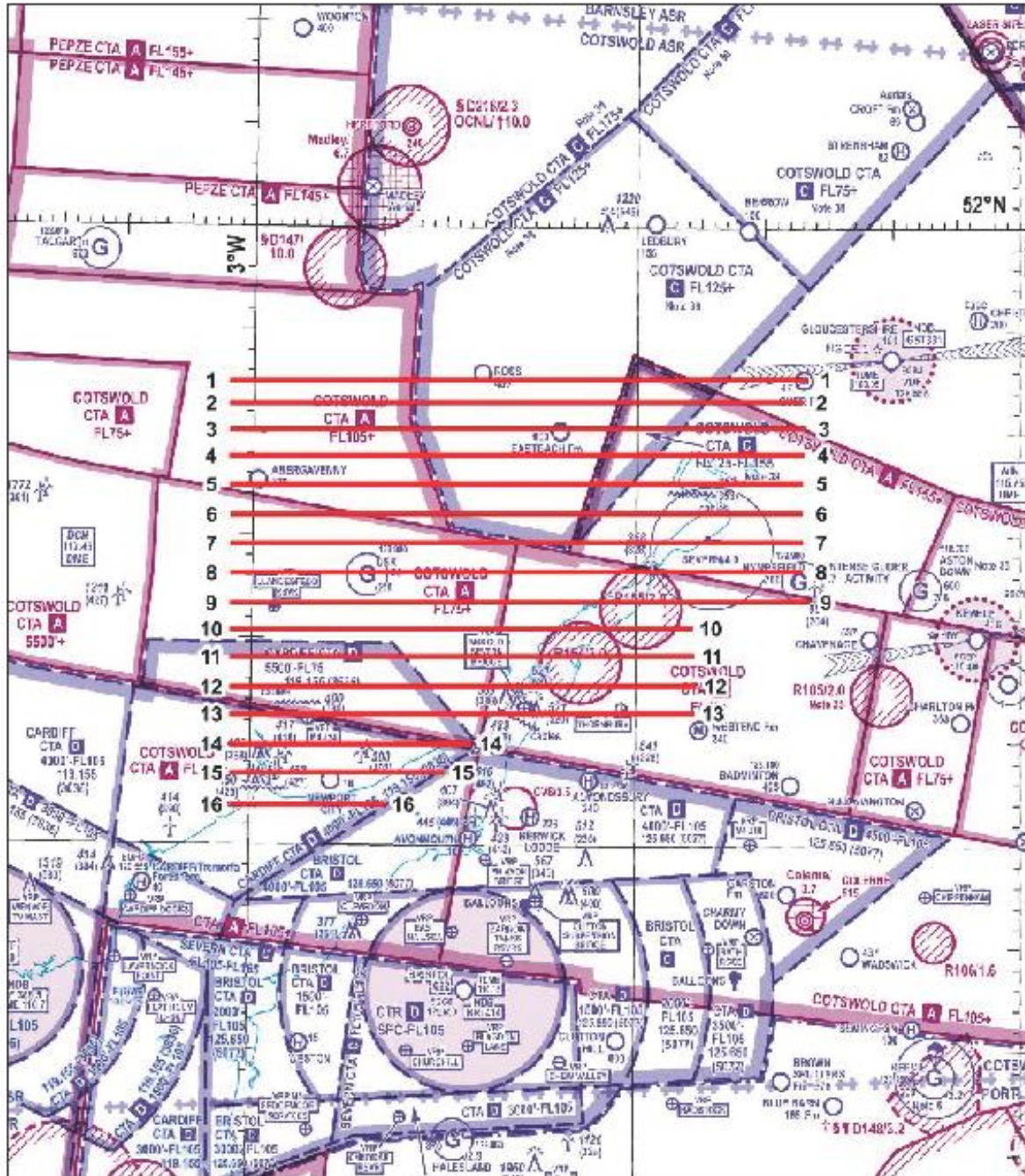
SWALES08_25



DURATION: 2h 50mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

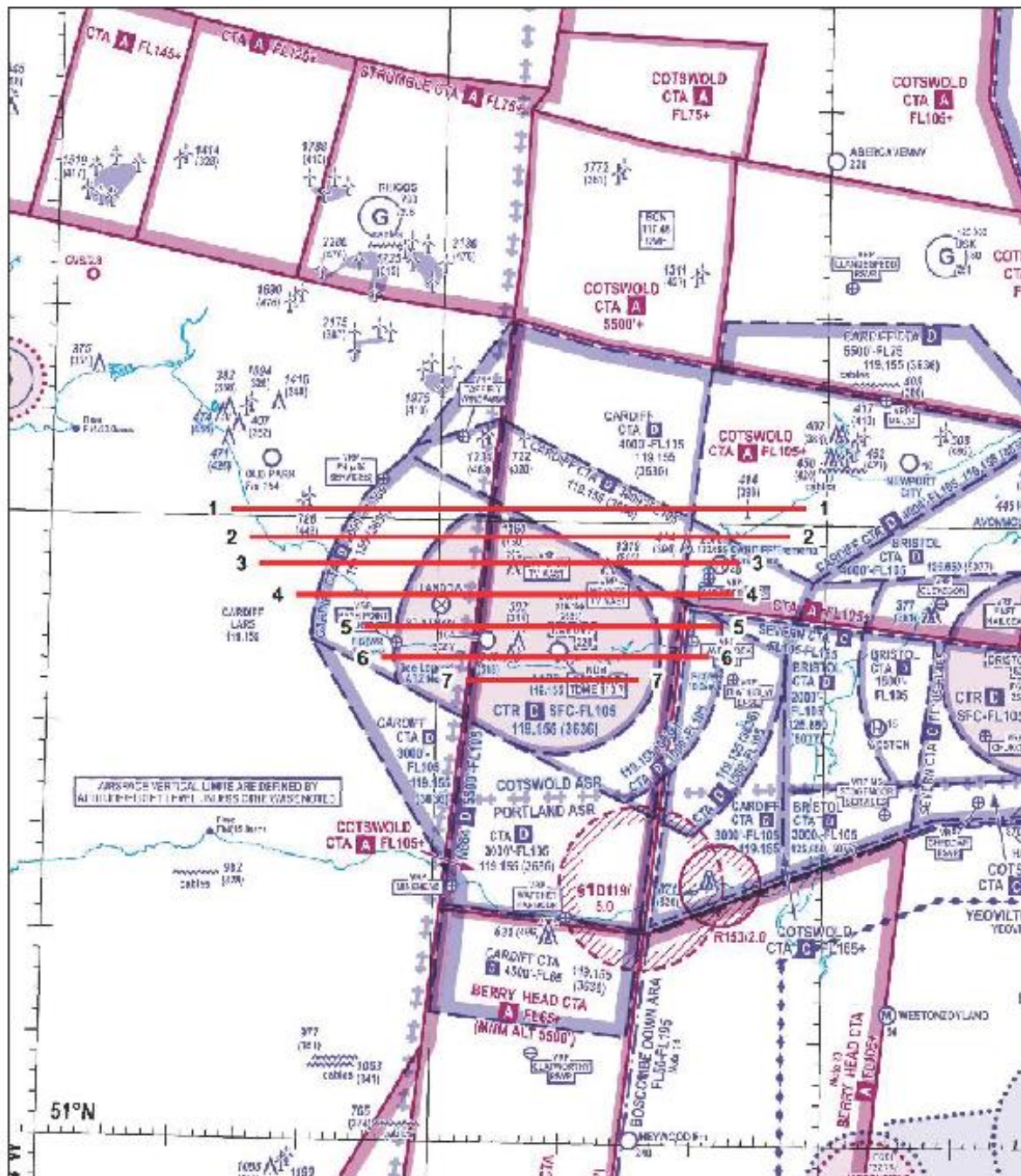
SWALES09_25



DURATION: 1h 05mins
ALTITUDE: FL130 (FL140 acceptable)

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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

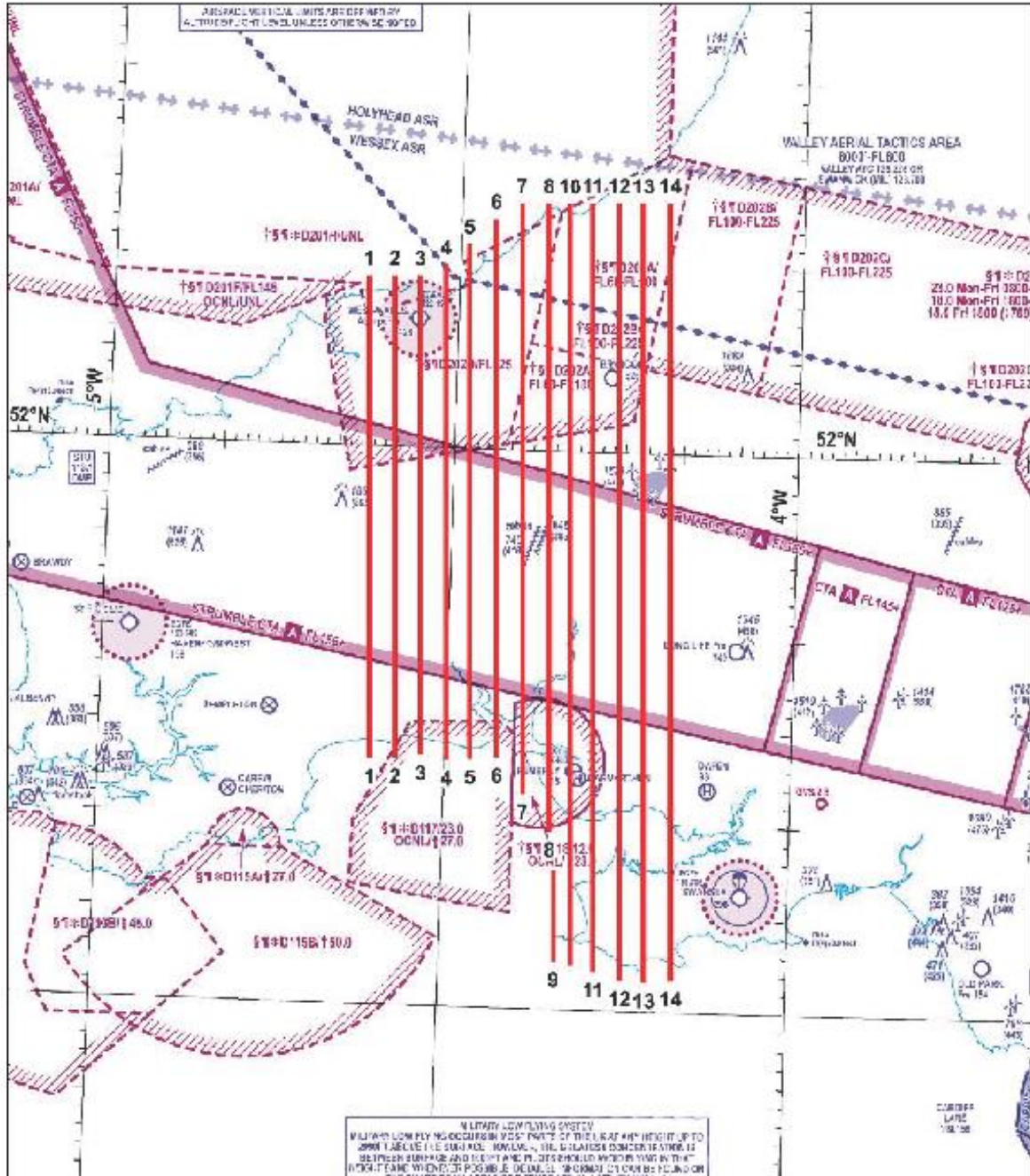
SWALES10_25

DURATION: 3h 05mins
ALTITUDE: 13,000'



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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents



CAA AIR CHART 2025

SWALES11_25

DURATION: 1h 45mins
ALTITUDE: 13,000'



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NB: Turns will extend our area of operation by up to 5 miles beyond the plotted run extents

