

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-2601	1.0	12/06/2026	05/06/2026

## AERIAL SURVEY NATIONAL RAIL TREE HEALTH NORWICH (2EXCEL)

### CAT Z

**Subject to NOTAM: No**

**Date(s) of activity/Validity:** **Times - ALL TIMES UTC<sup>1</sup>**

12 Jun – 30 Sep 26 0800-1700

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

1500ft – 5000ft Tactically Issued by ATC

**Aircraft Details:** **NDS Approved:**

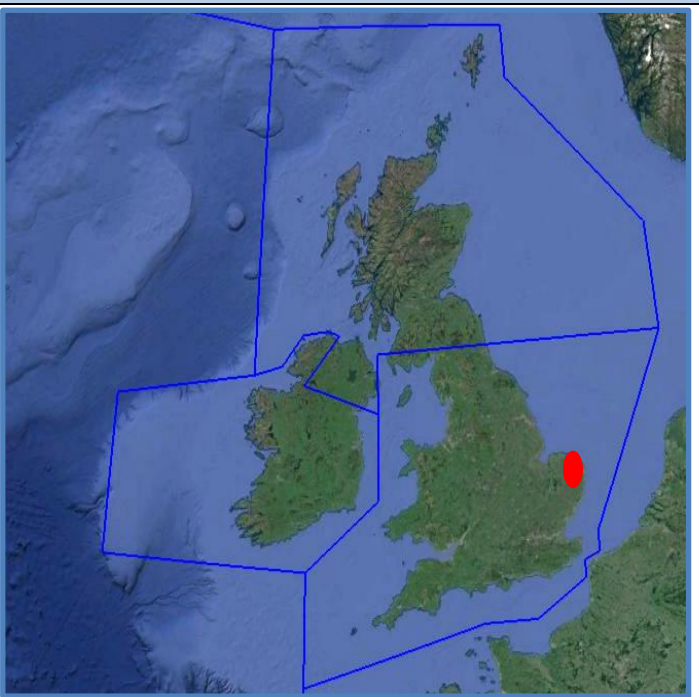
Type: DA62  
Callsign: Broadsword xx  
No

**Event Sponsor(s):** **Aircraft Operator(s):**

2Excel Aviation Hangar 3 Doncaster Airport DN9 3GE  01302 230486 <a href="mailto:opssupervisor@2excel.uk">opssupervisor@2excel.uk</a>	2Excel Aviation Hangar 3 Doncaster Airport DN9 3GE  01302 230486 <a href="mailto:opssupervisor@2excel.uk">opssupervisor@2excel.uk</a>
---	---

**ATS Units/ Controlling Agencies:** **Geographical Limits:**

Norwich 01603 420641



**Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)** **ACN Issued by:**

EGCN / EGSB / TBC AU7

<sup>1</sup> **AIS Temporal Reference System:** Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.

## 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.

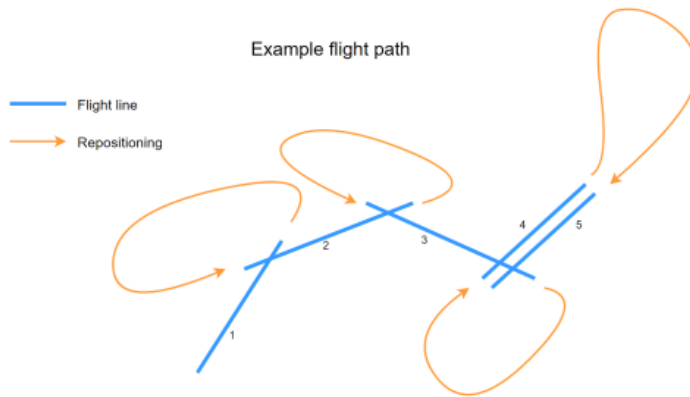
Airspace Regulation (Utilisation)  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)

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

15. This ACN details an aerial survey of National Rail network analysing tree health along the tracks ivo Norwich.

16. Sortie profile: Each leg is flown at 900m AGL which is between 3000ft – 5000ft AMSL. There is also an option to collect at 750m AGL between 2300ft and 3000ft or 500m AGL, between 1500 and 2500ft 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) which will take approx. 3 min.

17. Note – Positioning Turns will be requested:



18. The planned routes are listed below:

Name	Location	900m AGL	
		No. of legs	Est. Time (mins)
DLDG	Norwich	10	37
DLDH	Norwich	13	46
DNCA	Norwich	10	35
DNCB	Norwich	10	35
DNCD	Cromer	15	51
DNCF	Lowestoft	10	35

19. **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.**

20. **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).

21. **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



### SECTION 3

#### Area of Operation

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

Chart 1 – DLDG

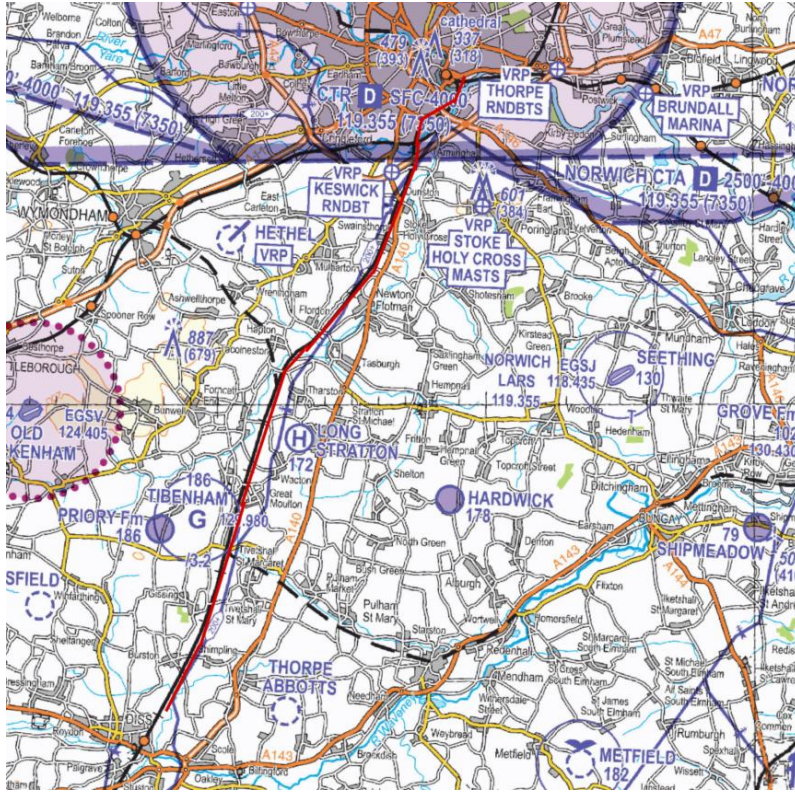


Chart 2 – DLDH

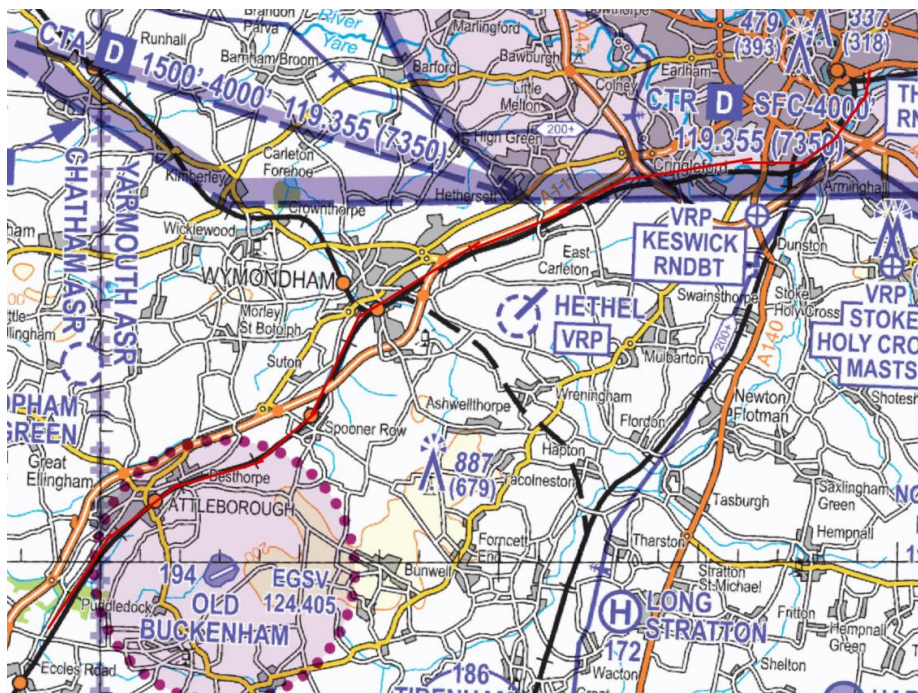


Chart 3 – DNCA

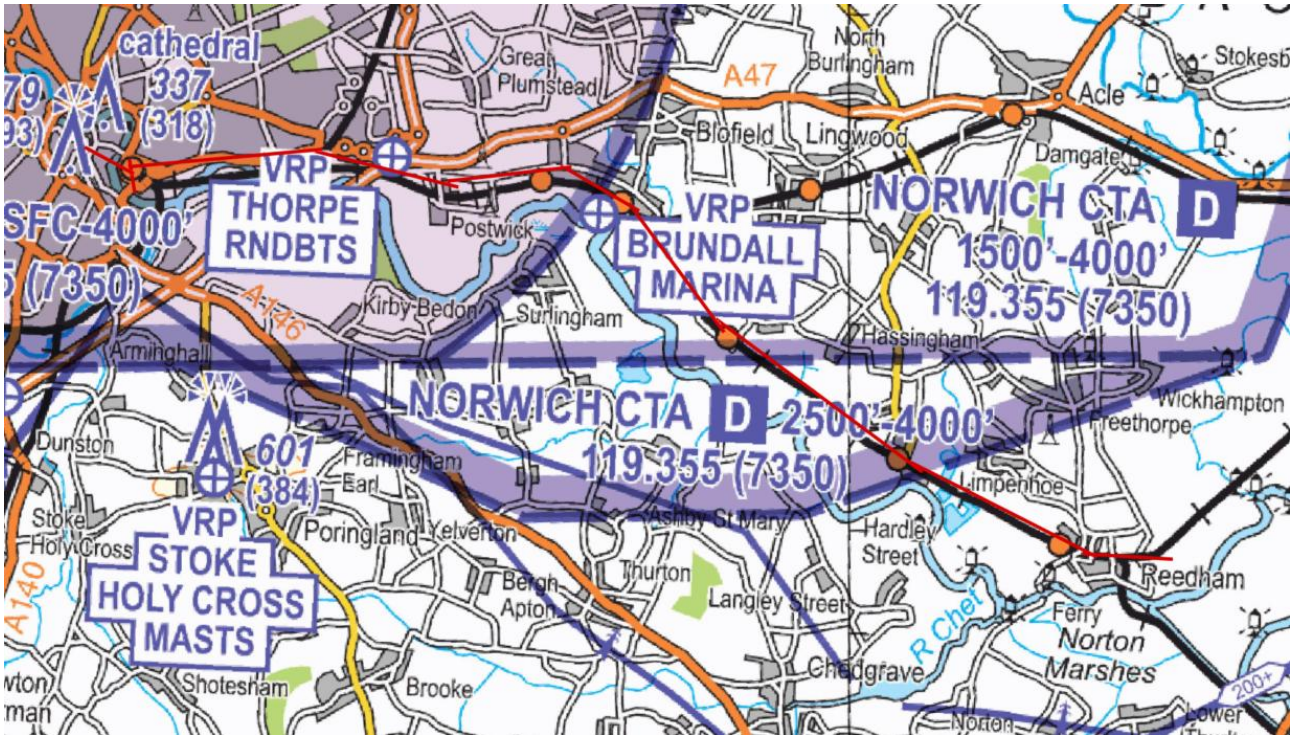


Chart 4 – DNCA

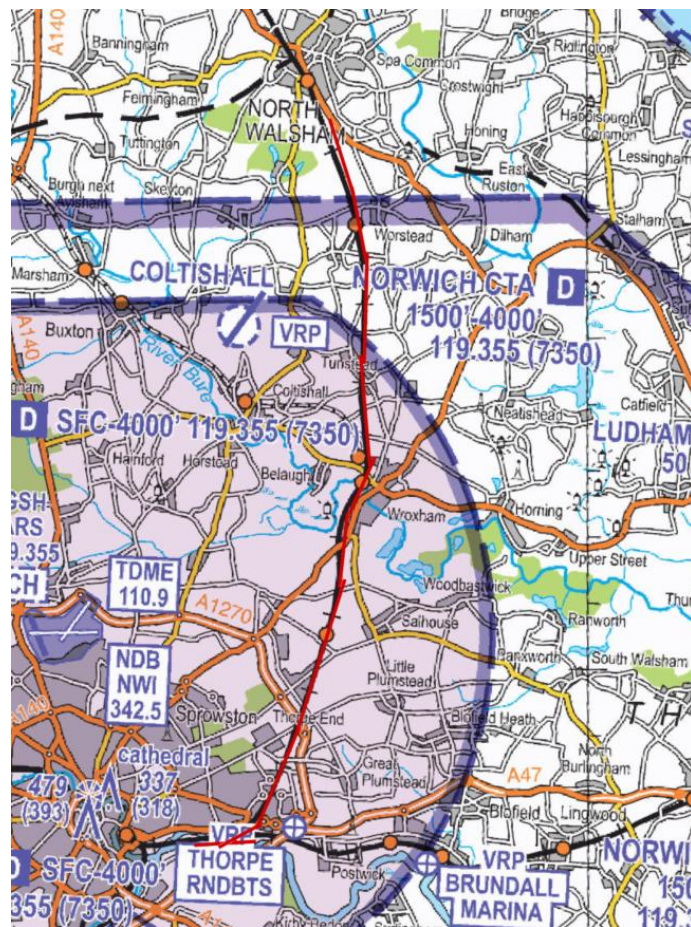


Chart 5 – DNCD



Chart 6 – DNCF

