AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
AR-2026-9782	1.0	06/11/2026	30/10/2026

UK Civil Aviation Authority

AERIAL SURVEY PIPELINES ENGLAND AND WALES (FLYSCAN)

CAT Z

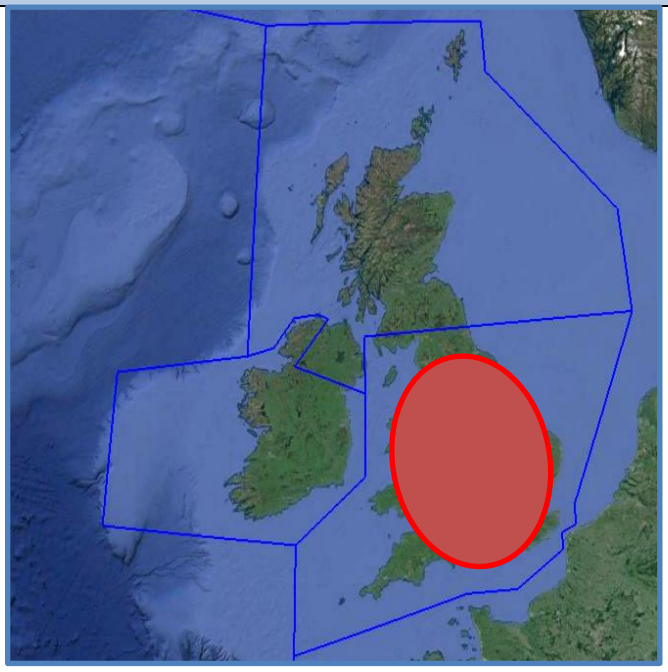
Subject to NOTAM: No

Date(s) of activity/Validity:	Times - ALL TIMES UTC[1]
07 Nov – 31 Dec 26	0600 – 1800 VFR Only
Vertical Limits:	**Allocated Mode 3A (SSR):**
400ft – 1500ft AGL	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: Cessna 172 Callsign: C-FHKO	No
Event Sponsor(s):	**Aircraft Operator(s):**
Flyscan Systems Inc. Andrew Marshall, VP Operations amarshall@flyscan.com — +1 450 278-0361 105-3 rue du Ciel, Bromont, QC J2L 2X4, Canada	C.F AVIAITON INC Pierre-André Boyer, Director of Operations +1 450 534-1010 / +1 514 758-0236 107 rue du Ciel, Bromont, QC J2L 2X4, Canada AOC 8970 Transport Canada

ATS Units/ Controlling Agencies:

Liverpool	0151 907 1542
Shawbury	01939 250351 ext6202
Birmingham	01217 671210
Luton	01582 395029
Stanstead	01279 669328
Heathrow	0208 750 2610
Stapleford	01708 688380
Northolt	0208 833 8228
Southend	01702 538420
Gatwick	01293 601031
Manchester	0161 209 2836
Manchester Barton	0161 789 1362
Cosford	01902 377582
Wolverhampton	01384 221378
Shobdon	01568 708369
Cardiff	01446 712562
Swanwick Mil	01489 612447
Swanwick LTC	02380 401110
Western Radar	01489 445560

Geographical Limits:



Airspace Reservations:

Departure/Destination Aerodrome(s)	ACN Issued by:
TBC	AU8

[1] 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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details a low-lever VFR day aerial survey of pipelines covering 2 routes – Liverpool to London and Manchester to Pembroke.

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 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.	Warton	Freq – 129.530
b.	Shawbury	Freq – 133.155
c.	Cardiff	Freq - 119.155
d.	East Midlands	Freq – 134.180
e.	Farnborough	Freq – 132.800 / 125.250
f.	Southend	Freq – 130.780
g.	Swanwick Mil	Freq – on request
h.	Western Radar	Freq – 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. EGTTZFZC 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.

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

Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. Runs shown do not include procedural ~5nm turn to position for each survey leg.

Chart 1 – Overview

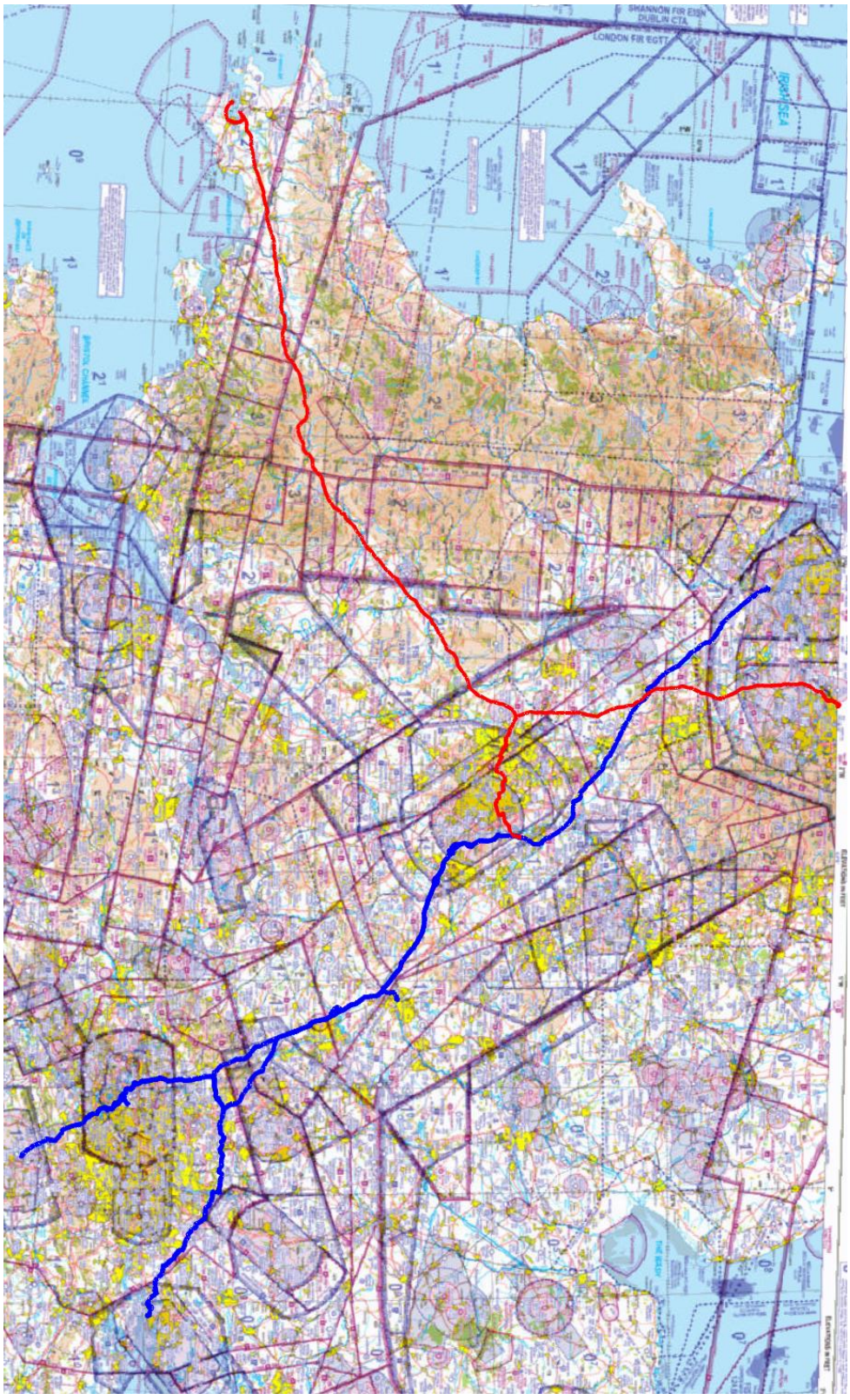


Chart 2 – Liverpool to London

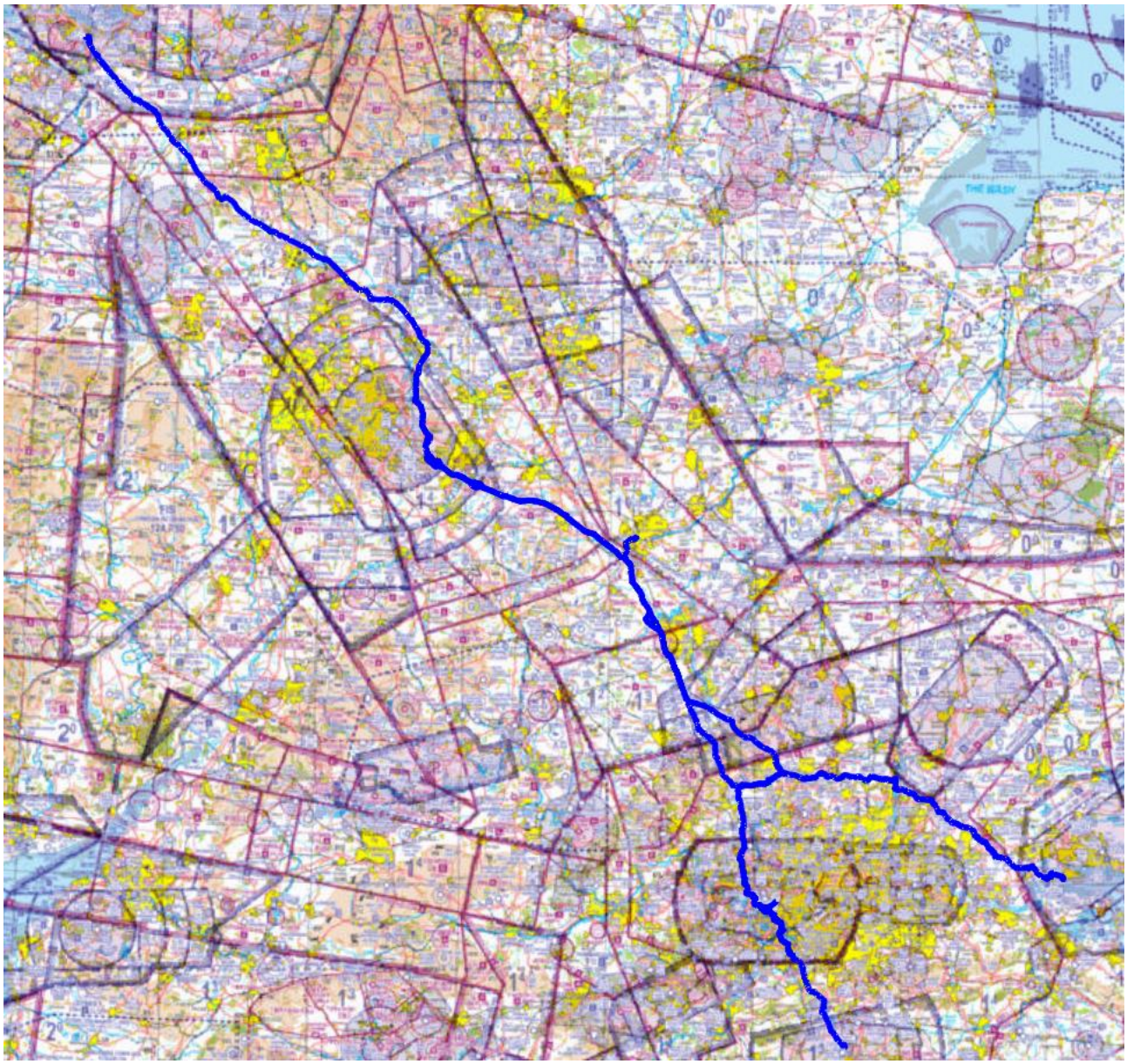


Chart – Manchester to Pembroke

