

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:

2016-04-0288

Version:

V1.0

Date:

20 April 2016

Date of Original

Date.

Civil Aviation
Authority

'TOUR DE YORKSHIRE'

CAT E + NDS (Fixed Wing Only)

Subject to NOTAM: Yes (by LFOS)

Date(s) of activity/Validity:

29 April – 1 May

Times (ALL TIMES UTC)

Daylight Hours

Vertical Limits:

SFC-500ft AGL (Helifirst)

FL 90 (Pixair)

FL 90-120 (Astonfly)

Allocated Mode 3A (SSR):

To be allocated tactically

Aircraft Details:

3 Aircraft. See Section 2

NDS Approved:

Yes

Event Sponsor(s):

Tour de Yorkshire

Bob Brayshaw

07730197103

bbrayshaw@yorkshire.com

Project Manager

Tour de Yorkshire

Welcome to Yorkshire

Aircraft Operator(s):

PixAir

00 33 6 22 54 57 99

ops.pixairsurvey@gmail.com

Astonfly

00 33 1 39 56 05 26

contact@astonfly.com

Helifirst

00 33 1 40 60 05 05

contact@helifirst.fr

ATS Units/

Controlling Agencies:

Fixed Wing

Swanwick (Mil) East/West

Prestwick Centre

Doncaster Airport

Helicopter

London Info

RAF Leeming

Leeds Bradford Airport

Geographical Limits:



Airspace Reservations:

Nil

Departure/Destination Aerodrome(s)

EGNM, EGNV, EGNJ

ACN Issued by:

Martin Williamson AS3

Civil Aviation Authority, 45-59 Kingsway, London WC2B 6TE

Direct Dial: 0207 453 6599 Fax: 020 7453 6593

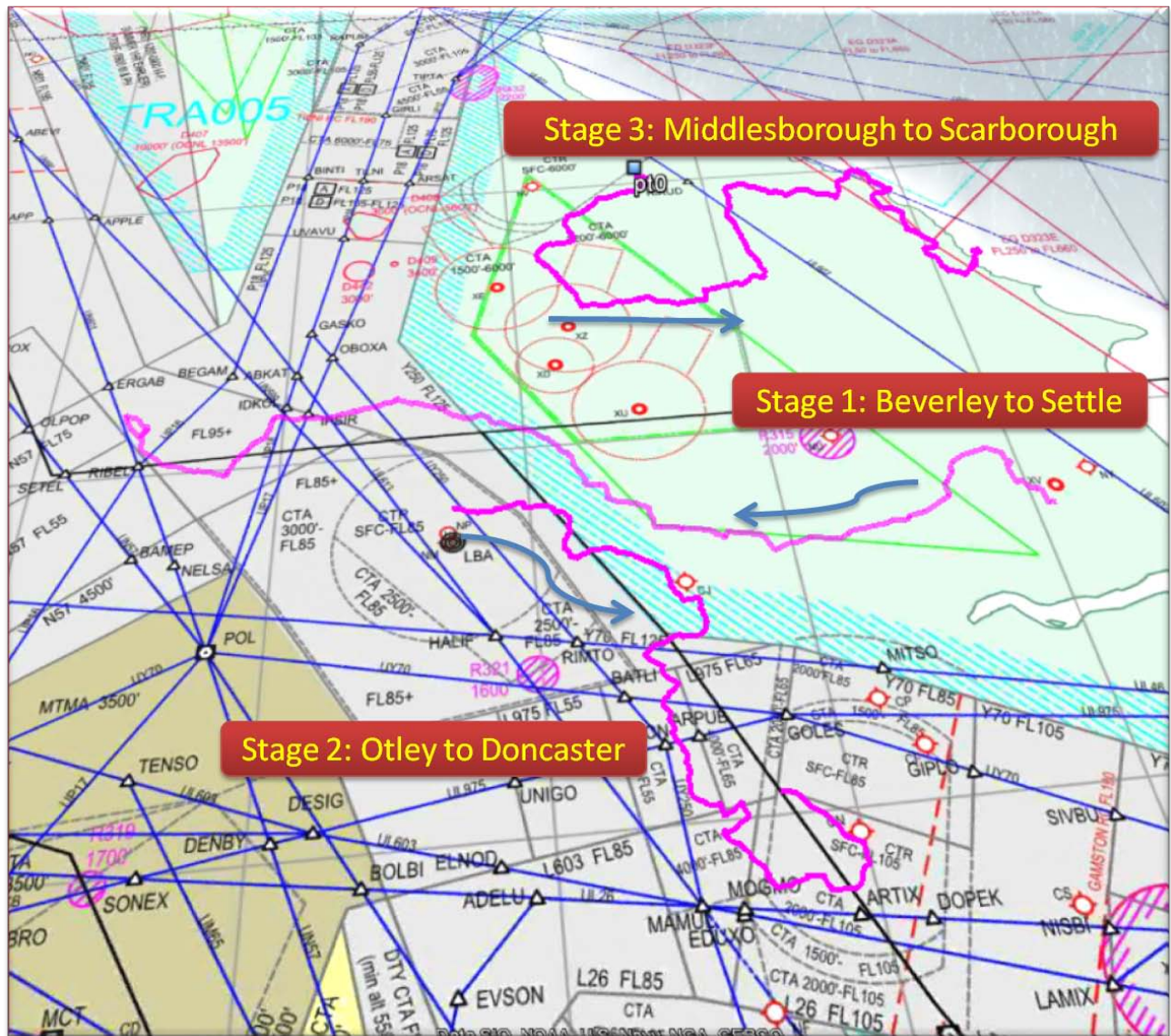
Email: AROps@caa.co.uk



Documents

Document Sharing Hub

Route Overview



SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities at Section 2 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 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 SARG and may take place within the airspace encompassed by this survey. 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 Swanwick (Mil) 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.

PUBLICATIONS AND CHANGES

10. 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).
11. 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>
12. 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.
13. 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.

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

14. The Tour de Yorkshire is a 3 stage cycle race which requires aviation support for safety and TV Broadcast purposes. Three separate companies have been contracted to support the event, and this ACN covers all associated aviation activity.
15. Coordination arrangements are split into Fixed Wing and Helicopter for Stages 1,2 and 3.
16. Fixed wing aircraft will operate under CAT E whilst in Controlled Airspace. The use of NDS has been authorised by the CAA (AR).
17. No airspace restrictions are in place for this event on any day, as such, pilots are to be aware of the possibility of increased aerial activity surrounding the event. Pilots are advised to, where possible, obtain a radar based Air Traffic Service.
18. Fixed wing aircraft are required to orbit overhead the race as it progresses along the route.
19. On completion of each stage and filming/relay activity, pilots are to request vectors to vacate the airspace as expeditiously as possible. The aircraft will no longer be subject to NDS if inside controlled airspace, and must comply fully with all ATC instructions.
20. Fixed Wing acft will be allocated individual operating levels as close as possible to their requested levels subject to the traffic situation.
21. As per Para 1, pilots are to contact the Nominated ATS Provider at least 2 hours prior to flight to discuss their plan and specific requirements.

STAGE 1 Beverley to Settle

22. Nominated ATS Provider: Swanwick Mil East/PC
23. The Swanwick Mil (East) is to liaise directly with the PC Ops Supervisor to discuss the fixed wing plans, specifically the plan to enter CAS as the race progresses.
24. Pilots are to request access to Controlled Airspace at least 10 minutes in advance of the planned point of entry with the appropriate ATC unit.

STAGE 2 Otley to Doncaster

25. Nominated ATS Provider: PC
26. PC will retain control of the aircraft until they require handover to Doncaster.
27. Swanwick Mil (East) are not required to provide a service for this stage.

STAGE 3 Middlesbrough to Scarborough

28. Nominated ATS Provider: Swanwick Mil East
29. PC are not required to provide a service for Stage 3.

ROTARY WING

30. Primarily, the rotary aircraft will operate in comms with London Info. Where necessary, the pilot is to contact specific airspace control authorities (MATZ/ATZ) to seek approval to transit. Telephone numbers for relevant control authorities are on the ACN cover.

31. Crews are advised to remain clear of the High Intensity Radio Transmission Area (HIRTA) located at Fylingdales (542147N 0004012W).
32. A CANP NOTAM will be released by Low Flying Operations Flight, detailing the daily route of the helicopter due to its unusually low profile.

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SECTION 3: CHART EXTRACTS AND TABLES

NB All provided map and chart extracts are provided for reference only and not to be used for flight planning purposes.

STAGE 1

Road	The Stage 1 Route Map
NATS Airspace	The Stage 1 route, transposed onto a NATS Airspace chart.
1:500000	West
1:500000	Centre
1:500000	East

STAGE 2

Road	The Stage 2 Route Map
NATS Airspace	The Stage 2 route, transposed onto a NATS Airspace chart.
1:500000	The Stage 2 route transposed onto a 1:500000 Aeronautical Chart

Stage 3

Road	The Stage 3 Route Map
NATS Airspace	The Stage 3 route, transposed onto a NATS Airspace chart.
1:500000	The Stage 3 route transposed onto a 1:500000 Aeronautical Chart

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