AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
2022-05-0172	1.0	**20/05/2022**	07/05/2022

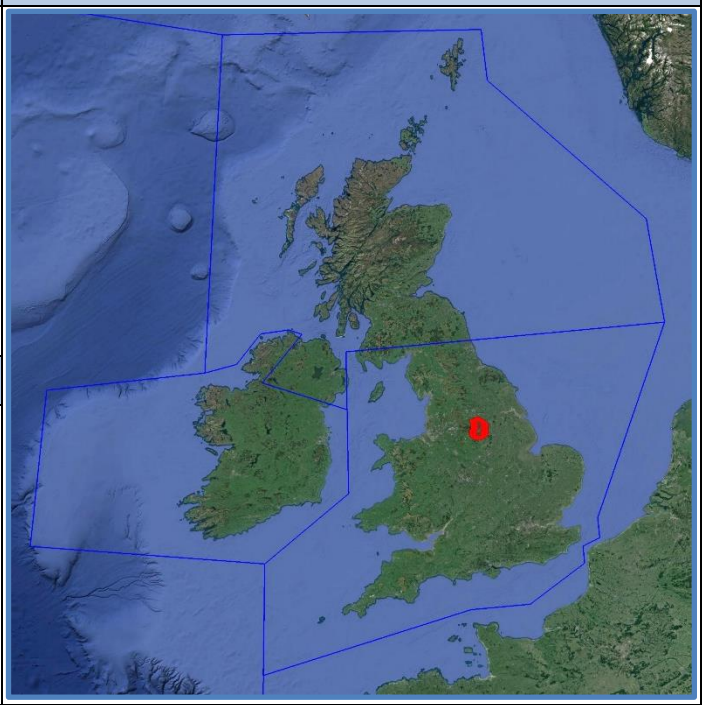
AERIAL SURVEY
SHEFFIELD AREA

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times - ALL TIMES UTC**
20th May 2022 – 31st December 2022	SR - SS
Vertical Limits:	**Allocated Mode 3A (SSR):**
3,900ft – 4,200ft AMSL	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: P68 Callsign: RVR*xxx*	

Event Sponsor(s):	**Aircraft Operator(s):**
Ravenair Business Aviation Centre Liverpool John Lennon Airport Liverpool L24 5GA 0151 486 6161 dutypilot@ravenair.co.uk	Ravenair Business Aviation Centre Liverpool John Lennon Airport Liverpool L24 5GA 0151 486 6161 dutypilot@ravenair.co.uk

ATS Units/ Controlling Agencies:		**Geographical Limits:**
Doncaster Leeds/Bradford Prestwick ACC *Info: East Midlands, Manchester*	01302 625642 0113 391 3282 01294 655300	
Airspace Reservations:		
Nil.		

Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGGP	AS3

AVA Documents
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Full document details: UKCAA ACN 2022-05-0172 2022

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) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

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SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey ivo Sheffield, consisting of 10 blocks of 14 legs, except block 10 which has 13 legs.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at 4 hours prior to departure to confirm final details and availability of an ATS.

17. **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.

18. **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.

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

a. Doncaster 126.225 MHz

b. Leeds/Bradford 134.580 MHz

20. 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, shall be notified via NOTAM.

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