

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1698	1.0	13/11/2023	13/11/2023

## AERIAL SURVEY HARROW

### CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity: Times - ALL TIMES UTC

1 Dec 23 – 30 Nov 24 SR - SS

Vertical Limits: Allocated Mode 3A (SSR):

1,600ft – 2,300ft AMSL Tactically Issued by ATC

Aircraft Details: NDS Approved:

Type: B200, P68  
Callsign: RVRxxx, PH-ZEZ  
Not applicable

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

Getmapping Plc Fleet27 Fleet Hampshire GU51 2UH 01252 849417 <a href="mailto:flightops@getmapping.com">flightops@getmapping.com</a>	Ravenair Business Aviation Centre Liverpool John Lennon Airport Liverpool L24 5GA 0151 486 6161 <a href="mailto:info@ravenair.co.uk">info@ravenair.co.uk</a>	Zeusch Aviation BV Arendweg, 21 8218 PE Lelystad Netherlands +31 320 415 409
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ATS Units/  
Controlling Agencies: Geographical Limits:

Elstree 0208 953 7480 Northolt Radar 02380 401077 Farnborough 01252 526017 Swanwick LTC – SWA <sup>1</sup> 02380 401110 <i>Info: Battersea, Northolt Tower</i>	
Airspace Reservations:	
Nil	

Departure/Destination Aerodrome(s) ACN Issued by:

EGGP AS3

<sup>1</sup> Heathrow Radar via the London Terminal Control (LTC) Senior Watch Assistant (SWA).

## **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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

15. This ACN details the flight profiles for an aerial survey ivo Harrow, West London and consists of 38 legs.

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. **This ACN is the third iteration and replaces ACN 2023-03-0051.**

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

19. **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.

20. **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.

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

- |                                |             |
|--------------------------------|-------------|
| a. Farnborough                 | 132.800 MHz |
| b. Northolt Radar <sup>2</sup> | 126.450 MHz |
| c. Heathrow Radar <sup>3</sup> | 125.625 MHz |

22. **Elstree.** The sponsor should exercise extreme caution when operating in the vicinity of the Elstree ATZ, as fixed wing circuits operate both north and south of the aerodrome, close to the ATZ boundary. Even if intending to operate above the ATZ, the sponsor is strongly encouraged to contact Elstree in advance, to discuss their requirements and maintain 2-way RT contact when conducting those legs north of the London CTR.

23. **Northolt.** The portion of the London Control Zone, north of a line edged in light blue on Charts 2 & 3, is known as the Northolt Radar Manoeuvring Area (NRMA) and extends from the Surface to 2,000ft AMSL. Control of the airspace is shared between Heathrow Radar and Northolt Radar as such, the sponsor should expect to receive a service from either Unit. **As the NRMA is not defined within the UK AIP or Military AIP, the sponsor should seek further information from Northolt Radar if required.**

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<sup>2</sup> Only for flight at/below 2,000ft AMSL when in control of the Northolt Radar Manoeuvring Area.

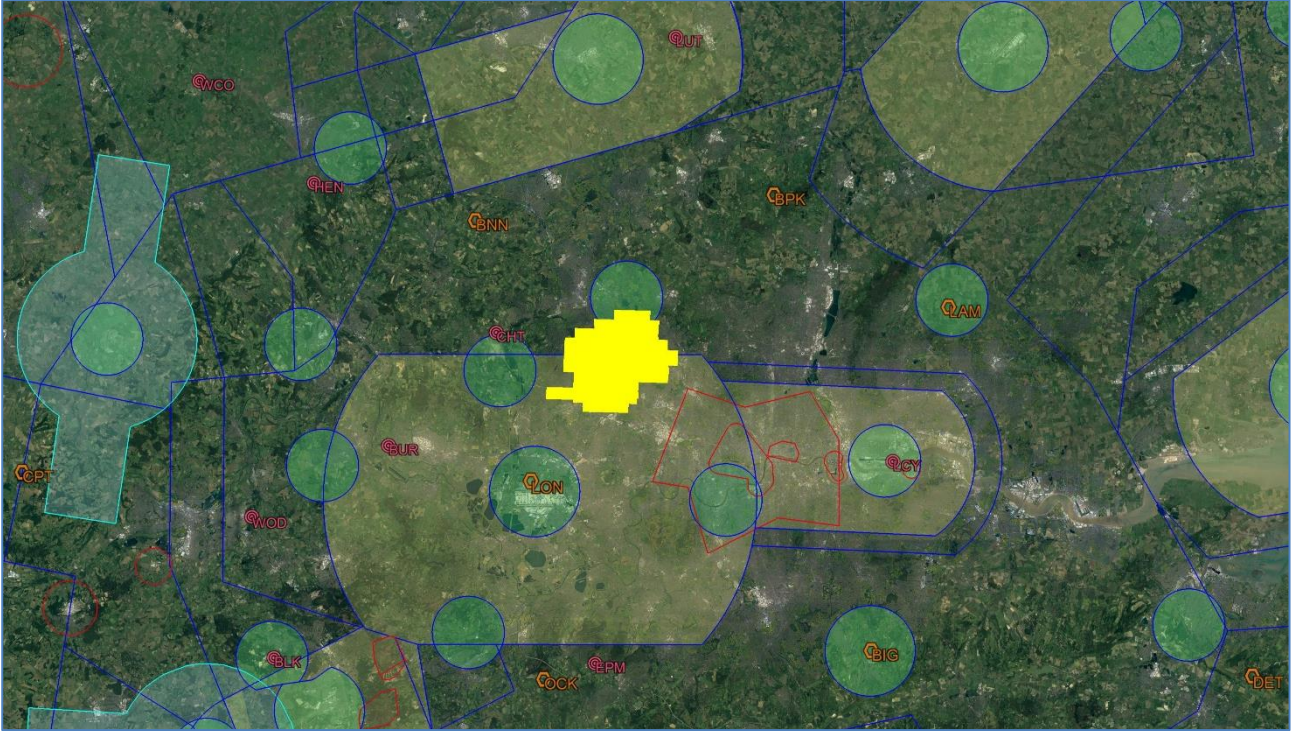
<sup>3</sup> Heathrow Radar via Swanwick LTC.

### SECTION 3

#### Area of Operation

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

Chart 1 – Overview



Charts 2 & 3 – Close In

