

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-4152	1.0	03/07/2024	26/06/2024

Civil Aviation
Authority**AERIAL SURVEY
ENFIELD****CAT Z****Subject to NOTAM: No****Date(s) of activity/Validity:**

10 Jul 24 – 31 Oct 24

Times (ALL TIMES UTC)

SR – SS

Vertical Limits:

2,400ft AMSL

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:Type: P68
Callsign: RVR xxx**NDS Approved:**

Not applicable

Event Sponsor(s):

Vexcel Imaging

Anzengrubergergasse, 8
8010 Graz
Austria

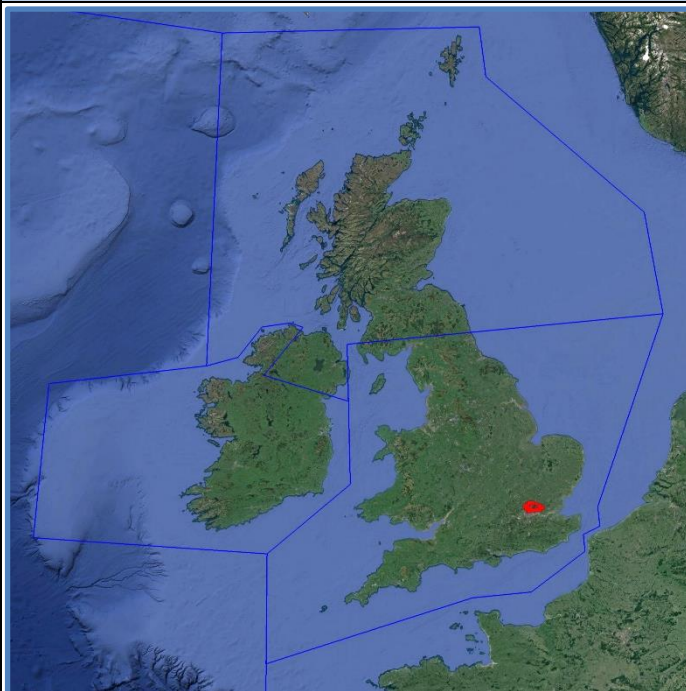
+43 316 849 0660

info@vexcel-imaging.com**Aircraft Operator(s):**

Ravenair

Business Aviation Centre
Liverpool John Lennon
Airport
Liverpool
L24 5GA

0151 486 6161

aerialsurvey@ravenair.co.uk**ATS Units/****Controlling Agencies:**Farnborough 01252 526017
Swanwick LTC Watch Asst 02380 401110
Northolt Radar 02380 401077**Geographical Limits:****Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)

EGGP, EGMC, TBC

ACN Issued by:

AS3

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) – AU3
Email: 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 Enfield, North London. Runs 1 to 24 Stansted CTA. Runs 62 to 64 very close to the northern edge of City CTA.

16. This ACN replaces ACN 2022-04-0059 – no significant changes.

17. 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.

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 – 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. Heathrow Radar | 125.625 MHz |
| c. Northolt Radar | On Request |

22. 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.

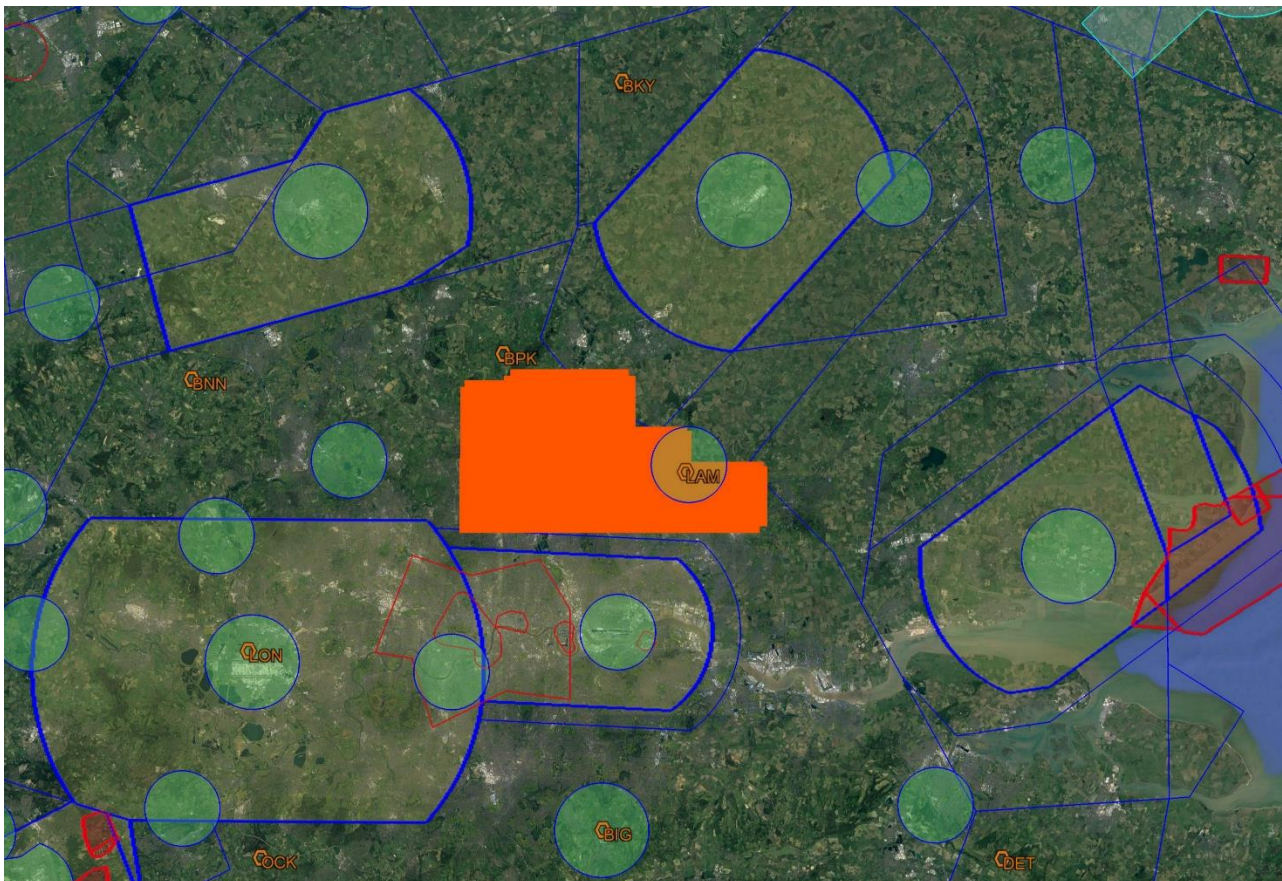
23. **London City Departures.** The proximity of the southern legs to the London City CTR and SID profiles may increase the risk of receiving a TCAS alert against departing traffic. The sponsor should be aware of this risk and pay particular attention to altitude keeping in this area, as aircraft may only be separated by 600ft.

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 – Enfield

Leg 01 is the most northerly. For ease of identification, each 10th leg is shown in yellow

