

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
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AR-2024-8487	1.0	18/12/2024	18/12/2024
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Civil Aviation Authority

## AERIAL SURVEY BARNSELEY, BRADFORD & DONCASTER

# CAT Z

**Subject to NOTAM: No****Date(s) of activity/Validity:**

1 Feb 25 – 30 Nov 25

**Times - ALL TIMES UTC**

SR - SS

**Vertical Limits:**

3,100ft AMSL – FL070

**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

**Aircraft Details:**

Type: B200, P68  
Callsign: PH-ZEZ, RVR4xx

**NDS Approved:**

Not applicable

**Event Sponsor(s):**

Getmapping Plc  
Fleet27  
Fleet  
Hampshire  
GU51 2UH  
01252 849417  
[flightops@getmapping.com](mailto:flightops@getmapping.com)

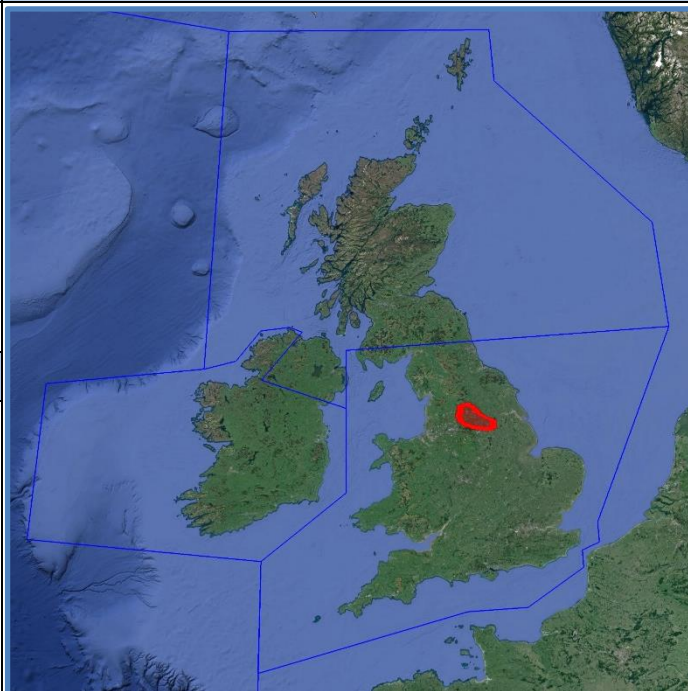
**Aircraft Operator(s):**

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 <a href="mailto:ops@zeusch.com">ops@zeusch.com</a>
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**ATS Units/  
Controlling Agencies:**

Humberside	01652 682022
Leeds/Bradford	0113 391 3282
Prestwick	01294 655300

*Info: Manchester*

**Geographical Limits:****Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)**

EGGP

**ACN Issued by:**

AU2

## 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) – AU2  
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 across three sites ivo Leeds and Doncaster:

- |            |           |         |
|------------|-----------|---------|
| a. Block 1 | Barnsley  | 15 Legs |
| b. Block 2 | Bradford  | 64 Legs |
| c. Block 3 | Doncaster | 18 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 replaces AR-2023-1455.

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. **Leeds/Bradford.** The survey as the potential to significantly impact the operation at Leeds/Bradford, as such the sponsor should engage at the earliest opportunity to arrange flight the most suitable time for ATC.

20. **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.

21. **Altitude / Level.** The sponsor has indicated a wish to conduct the survey at one of three altitudes/levels:

- a. 3,100ft AMSL
- b. 4,200ft AMSL
- c. FL 070

22. The sponsor should engage early with Air Traffic Service (ATS) providers to confirm what altitude or level would be most optimal to facilitate. FL070 may not be possible within CAS, as it will be dependent on the QNH and may require the sponsor to adjust slightly in order to be permitted access.

23. **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.

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

- |                            |             |
|----------------------------|-------------|
| a. Humberside <sup>1</sup> | 119.130 MHz |
| b. Leeds/Bradford          | 134.580 MHz |

25. 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.

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<sup>1</sup> Doncaster Area only.

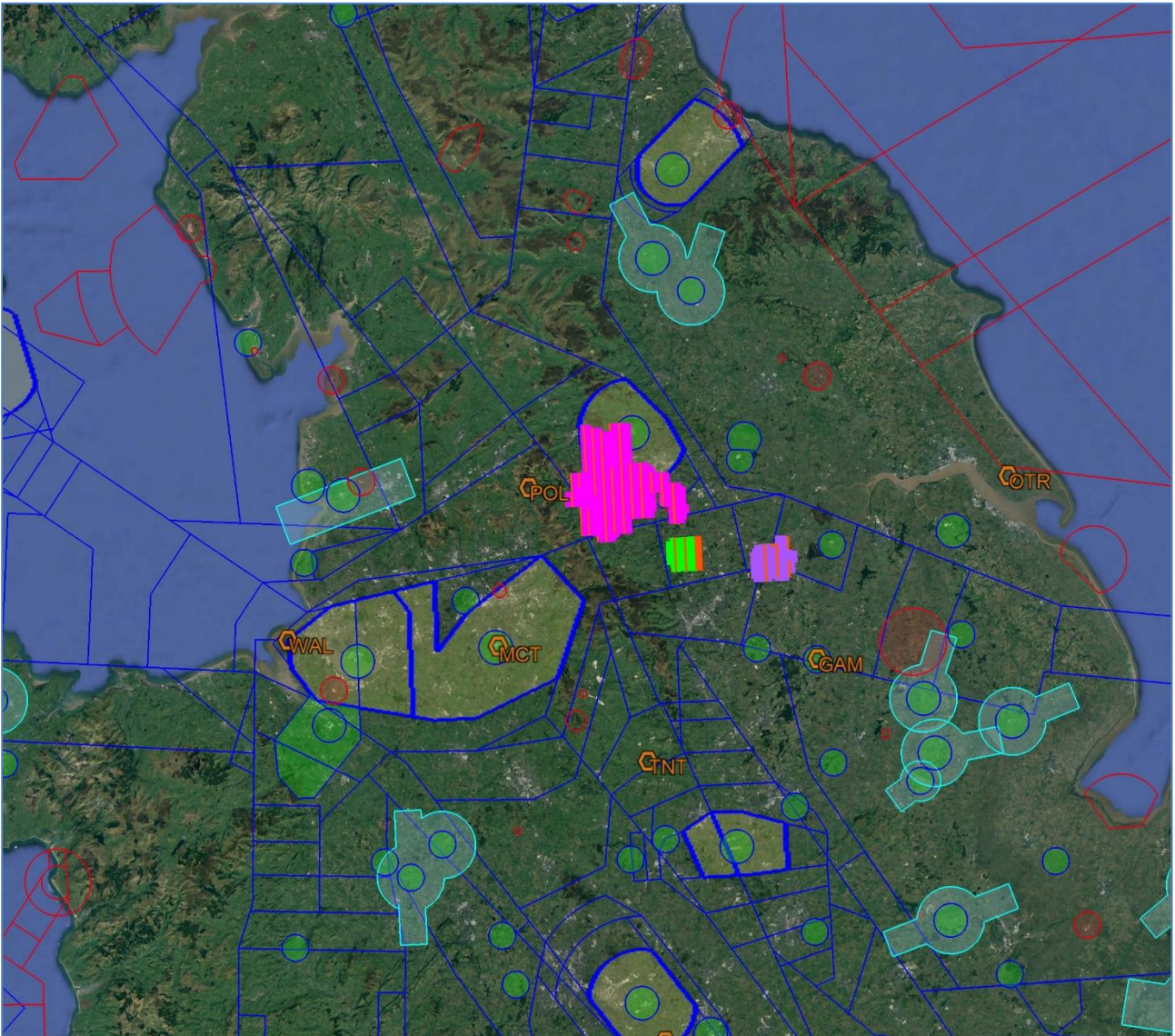
## SECTION 3

### Area of Operation

26. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. Leg 01 of each block is the most westerly and for ease of identification, each 5<sup>th</sup> leg is shown in orange.

**Please note that the airspace shown in some charts does not depict the Doncaster ATZ, CTRs or CTAs which are currently deactivated.**

Chart 1 – Overview



### Charts 2 & 3 – Barnsley

