



UNITED KINGDOM

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Cancels AIC 43/2005 (Yellow 167)

LOW-LEVEL CIVIL AIRCRAFT NOTIFICATION PROCEDURES (CANP)

1 Introduction

1.1 Many military and civil aircraft operate in Class G Airspace below 2000 ft agl, where ground radio and radar coverage is not always available to assist pilots in avoiding collisions. Collision avoidance must necessarily, therefore, be based on the 'see and avoid' principle, assisted as far as possible by information on known activity. Whereas a variety of civil aviation activities take place within this airspace, military activity consists mainly of low flying training.

1.2 It is not practicable to obtain and disseminate traffic information on all civil flights below 2000 ft agl, nor is it possible to disseminate details of military low level flights within the UK Low Flying System (UKLFS) to civil operators. Nevertheless, the greatest conflict of interests occurs at or below 1000 ft agl where the majority of military low level operations take place and where civil aircraft may be engaged upon activities, as defined at paragraph 2.1, which might inhibit pilot look-out or reduce aircraft manoeuvrability. In addition, certain recreational and other civil flying activity, away from licensed aerodromes, needs to be considered.

1.3 A system exists to collect information on civil aerial activities for distribution to military operators to assist in flight planning. This system is known as the Low-Level Civil Aircraft Notification Procedures (CANP).

1.4 Before commencing any low flying sortie, military pilots receive a comprehensive brief on all factors likely to affect their flight, including relevant CANP details. Hence, maximum participation in CANP by those planning to conduct the qualifying activities is essential if full benefit is to be obtained from the procedure.

1.5 Pilots/operators, or their representatives, intending to embark upon aerial activities described below should notify details of the flights to the Low Flying Booking Cell (LFBC) at RAF Wittering. For the purposes of CANP, direct-dial, Freephone, E-mail and Freefax facilities are available as follows:

Monday to Thursday 0700 - 2300 (Local)
Friday to Sunday 0700 - 1700 (Local).

1.6 E-mail or Fax notification is preferred for CANP requests as this allows the LFBC to E-mail, 'faxback' or telephone confirmation of E-mail or fax receipt and issue a reference number to the aircraft operating authority. Contact numbers are as follows:

Tel: 0800-515544
Fax: 0800-3892225
E-mail: wittfos-lfbc@wittering.raf.mod.uk

2 Commercial Aerial Activity

2.1 The following civil aerial activities at and below 1000 ft agl with an expected duration in excess of 20 minutes at a specific location, should be notified to the LFBC:

- (a) Aerial crop spraying;
- (b) underslung aerial load lifting;
- (c) aerial photography and filming;
- (d) aerial survey/air surveillance.

Note: For the purposes of this Circular, crop spraying is to be considered as a generic term for all agricultural tasks carried out by an aircraft.

2.1.1 Pipeline/powerline inspection activity is the subject of a separate Circular. However, aircraft carrying out powerline inspections and which are able to operate within a limited geographical area may apply for warning status under CANP. Any request for such protection should be made as far in advance as is possible through the Freefax or Freephone numbers shown at paragraph 1.6. The manager of the UKLFS at Low Flying Operations Squadron (LF Ops Sqn), RAF Wittering will consider requests of this nature on a case-by-case basis.

2.2 Procedure

2.2.1 CANP fax and telephone messages should provide details of the intended activity in the following format:

- (a) Type of activity;
- (b) location(s): Preferably as a 2-letter, 6-figure grid reference taken from an OS 1:50,000 map, although latitude and longitude will be accepted. The name of a nearby village or town is also required;
- (c) area of operation(s): (See paragraph 2.4.1);
- (d) date and time of intended operation(s): Start/finish in local time;
- (e) maximum operating height(s) agl;
- (f) number and type(s) of aircraft;
- (g) contact fax and/or telephone number(s);
- (h) operating company and fax/telephone number(s) (if applicable).

Example:

CANP NOTIFICATION

A - UNDERSLUNG LOADS
B - SU 561310 - OVINGTON
C - 2 NM RADIUS
D - 12 SEPTEMBER - 1000 to 1300
E - 1000 FEET AGL
F - SINGLE MB105 HELICOPTER
G - Contact fax and telephone number for the site
H - ROTARY HELICOPTERS LTD - Fax and telephone number of operator.

2.2.2 Once a notification has been accepted, the LFBC will allocate a reference number which pilots/operators should retain. Operators are advised that, in the interests of safety and accuracy, all telephone calls to the LFBC are recorded.

2.2.3 Operators should, where possible, use the E-mail or freefax facility as the primary method of filing a notification. Requests should be submitted using Form CA 2366 as reproduced at UK AIP ENR 1-10-17. Customised variations of this form are acceptable if they contain all the information required at paragraph 2.2.1. A contact E-mail address, fax and telephone number must be provided in order that notification can be confirmed and a reference number issued. (Additional copies of Form CA 2366 can be obtained from the Directorate of Airspace Policy (DAP) at the address at paragraph 4.2). **Users will receive a CANP reference number from the LFBC by E-mail, 'faxback' or return telephone call.** This reference number should be retained until the termination of the activity with which it is associated.

2.3 Pre-notification Required

2.3.1 Pre-notification of intended operations should be communicated, by E-mail or fax if possible to the LFBC not less than 4 hours before commencement of the activity. E-mail or Fax requests will receive an E-mail, a 'faxback' or telephone call from the LFBC with time authentication and reference number. Notifications by telephone will receive a time authentication followed by a return call from the LFBC with a reference number. Successful transmission of the CA 2366, or a time authenticator for notification by telephone, not less than 4 hours from the start of the CANP activity can normally be considered as confirmation that a CANP avoidance for the period requested will be issued, when it is considered that the imposition of an avoidance will have a significantly adverse affect on military training (eg prolonged duration of CANP activity) warning status may only be granted at the discretion of the manager of the UKLFS. If avoidance status is to be refused the operator will be advised accordingly. CANP activity that takes place in the Highland Restricted Area may also be refused subject to restrictions detailed in AIC 40/2005 (Pink 81).

2.3.2 Whenever possible, pre-notification of operations due to take place up to 1300 hours (local time) should be made the previous day and those due to take place after 1300 hours (local time) should be pre-notified on the morning of the same day. It is accepted that there will be occasions when the minimum pre-notification time cannot be met. Nevertheless, late notifications should still be made and every effort will be made to distribute the information as widely as possible. However, reports received less than 4 hours before operations are due to commence are, progressively as the time diminishes, less likely to reach all military pilots before they depart on their low level sorties and will, therefore, only be issued as a warning to military aircrew.

2.3.3 CANP operators who are aware of commercial activities well in advance are encouraged to contact the manager of the UKLFS, as far in advance as possible (Fax: 01780-783838 Ext: 3291 Attn Ops LF, Tel: 01780-783838 Ext: 7402), with as many details of the activity as are available at the time.

2.4 Operating Area Boundaries

2.4.1 The airspace notified under CANP should not exceed an area bounded by a 2 nm radius circle. If more than one area is to be notified, these areas are not to be activated concurrently. In the case of underslung aerial load lifting operations the area should be defined as a corridor extending 2 nm either side of intended track from ground level to a maximum of 1000 ft agl. When the route of an underslung load exceeds 20 nm it should, wherever possible, be divided into sections not exceeding 20 nm in length; an overlap of 20 minutes is acceptable in such circumstances.

2.4.2 CANP may be used to notify pipeline inspection activity in a limited area (AIC 92/2006 (Yellow 215), however, avoidance status will normally only be granted for a maximum period of 2 hrs. Concurrent activation will be permitted, although the manager of the UKLFS still retains the right to refuse such requests when the impact on military training is considered to be unacceptable. Specific sites (Annex A) identified for the application of this facility are as follows:

Newark-on-Trent	530400N 0005200W
Tewkesbury	520000N 0021200W
Glasbury	520000N 0030800W
Kineton	520800N 0013000W
5 nm North of Ebbw Vale	515500N 0031900W

Additional sites may be identified as required by PINS operators subject to normal notification procedures.

2.4.3 Pilots of military fixed wing aircraft at an IAS greater than 140 kt will avoid areas reported under CANP either laterally or vertically. CANP users should note that military pilots might fly over the reported area by a minimum of 500 ft. Thus, for example, if the height of the CANP area is 1000 ft agl, military aircraft may fly over the area at a minimum height of 1500 ft agl. Therefore, the lateral and vertical boundaries that define the area of activity should equate only to the parameters within which the activity is planned to take place and should not build in an allowance as a safety factor.

2.4.4 Pilots/operators should note that, other than in exceptional circumstances, the dimensions of a CANP 'avoidance' as defined at paragraph 2.4.1 are not generally negotiable. Any request for CANP of non-standard dimensions should be made, as far in advance as possible, to the manager of the UKLFS at the contact numbers shown at paragraph 2.3.3.

2.5 Cancellation and Re-submissions

2.5.1 Activities reported under CANP may considerably restrict the airspace available for military low flying training. Thus, in order to maintain the integrity of the CANP system, every reasonable attempt should be made to inform the LFBC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed. Notification of a completed activity should be made irrespective of the time remaining on the CANP.

2.5.2 To eliminate the possibility of error, an application must be made in accordance with paragraph 2.2.1 on each occasion. Re-submission by reference to a previously issued CANP Reference Number will not be accepted by the LFBC.

2.6 Infringements of CANP Airspace

2.6.1 Infringements of CANP airspace will be fully investigated. If it is considered that CANP airspace has been infringed by military aircraft, and more than 4 hours pre-notification has been given in accordance with paragraph 2.3.1, then pilots/operators should contact the LFBC as soon as possible with the following information:

- (a) Reference Number (paragraph 2.2.2 refers);
- (b) date and time of the incident;
- (c) number and type of aircraft involved;
- (d) position and estimated profile (heading/height) of aircraft involved.

2.6.2 Pilots/operators should note that military light aircraft flying at an IAS of 140 kts or less, helicopters and any aircraft flying within a MATZ, need not avoid CANP airspace. However, pilots of such military aircraft will be aware of the notified activity, subject to the minimum notifying period indicated at paragraph 2.3.2.

3 Recreational and Other Aerial Activities

3.1 Recreational Aerial Activities

3.1.1 The LFBC invite notifications concerning certain recreational aerial activities planned to occur at or below 1000 ft agl. Such notifications will be granted warning status under CANP and will be promulgated to military aircrew. Notifications are only required, however, when 5 or more Gliders, Hang-gliders and Paragliders, Free-flight Balloons, Microlight aircraft or model aircraft will be operating:

- (a) From a site not listed in the UK AIP for such activity; or
- (b) from a site listed in the UK AIP but outside the published operating hours of the site, where these are detailed.

3.1.2 Notwithstanding the provisions of paragraph 3.1.1(b), the operators will be aware that Permissions for cable launched gliding, hang-gliding and paragliding activities, to a height of more than 60 metres agl, are issued by DAP. Individual Permissions will stipulate that, if activity occurs during a weekday, it is conditional on compliance with the CANP system.

3.2 Other Aerial Activities

3.2.1 The LFBC also invites notification of the following activities:

- (a) Tethered and Captive Balloons (to a height greater than 60 metres agl);
- (b) kite flying, involving 5 or more kites from a specified site, (to a height greater than 60 metres);
- (c) operations of aircraft from water;
- (d) any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

3.3 Procedure

3.3.1 Fax or telephone notification should provide details of the intended activity as at paragraph 2.2.1.

Example:

RECREATIONAL ACTIVITY

A - HANG GLIDING

B - ST 187101 - UPOTTERY AERODROME, DEVON

C - 2 NM RADIUS

D - 19 NOVEMBER - 0900 TO 1500 (local time)

E - N/A

F - EXPECTED NUMBER OF HANG GLIDERS - 6

G - Telephone number of the site

H - DISCOVER AIR HANG GLIDING GROUP (Telephone number if different to that at G)

3.3.2 Once a notification has been accepted, the LFBC will allocate a reference number which pilots/operators should retain.

3.3.3 The E-mail or Freefax facility detailed in paragraph 1.6 should be used where possible for the notification of recreational activities.

3.4 **Pre-notification is required** as in paragraph 2.3.1

3.5 Operating Area Boundaries

3.5.1 The airspace notified should not exceed an area bounded by a 2 nm radius circle, from ground level to 1000 ft agl.

3.5.2 Recreational and other aerial activities will not normally attract CANP avoidance areas; however, warnings of such activities will be promulgated to military aircrew.

3.6 Cancellation

3.6.1 Every reasonable attempt should be made to inform the LFBC as soon as it becomes obvious that an activity previously notified will no longer take place, or that the activity has been completed. Notification of a completed activity should be made irrespective of the time remaining on the CANP.

4 Comments/Recommendations

4.1 These procedures are also laid down in the AIP ENR Section 1-10-13 to 1-10-16.

4.2 Users are invited to forward comments on CANP, or recommend improvements to the procedure, to the Directorate of Airspace Policy at the following address:

Directorate of Airspace Policy
Off-Route Airspace
K6, Gate 3
CAA House
45-59 Kingsway
London WC2B 6TE

Tel: 020-7453 6543
Fax: 020-7453 6565.

This Circular is issued for information, guidance and necessary action.

