

## 2015 Western Washington Region Aerials ATC Flight Planning Report

March 27, 2015

GeoTerra has completed all flight planning processes including FMS flight plans, Flight line worksheets and Air Traffic Control zone maps.

As GeoTerra (with historic Bergman Photographic Services roots) has extensive operation experience flying in the Puget Sound area, both Seattle TRACON and Seattle Center have indicated they are completely comfortable with our standard coordination procedures and would prefer not dedicating staff time to a face-to-face meeting. TRACON would coordinate with entities such as JBLM and SEATAC on our behalf, as they are the central radar facility and provide traffic services throughout the major part of the project airspace. Areas at higher altitudes and further from the center of the project, for example the 1' collection areas in Snohomish County would be coordinated on a shared basis between TRACON and Center.

Both TRACON and Center have overview maps of our project zone areas. Individual flight teams have separate zone maps with line depictions overlaid onto FAA Sectional charts. Each flight crew will coordinate areas to be flown on the day of the proposed flight. These crews will also coordinate their plan to GeoTerra staff so we can coordinate the overall effort of multiple crews and minimize any conflicts between aircraft working on similar GSD areas.

GeoTerra and Kisik flight crews will base and mobilize from their home fields, Aurora State and Vancouver, BC respectively. Valley Air Services and Aero-Graphics will choose a suitable base as needed depending on how many days they will be staying on site and which zone they are working on. Our hangar at Aurora State is an open option for basing, with the advantages of having full download facilities and maintenance services. All crews are seasoned at field work and know how to base at remote locations.

Each flight operation has years of experience working within busy airspace, and knows the inherent risks. To minimize these risks, we all use two-person flight crews and fully participate in the ATC system. Having two people on board allows the pilot to concentrate on communications and visual awareness of traffic and terrain hazards. Using the ATC services for radar flight following sequences our flight paths, with full controller knowledge of where we are intending to fly based on his ATC zone map, to prevent known conflicts and alert us to unexpected traffic. Most aircraft also have on-board traffic alert systems such as TCAS, TIS or ADS-B to detect nearby aircraft, assisting in our visual "see and be seen" crew detection and the ATC radar services.

Safety is of utmost concern for our operations, and the strong partnership with the Seattle FAA facilities has worked very well in the past, and already on this project, to effectively complete projects in very busy airspace.

All the best,

Bruce Bergman  
Director of Aerial Operations

**previously known as:**



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