

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1433	1.0	13/11/2023	13/11/2023

AERIAL SURVEY MILTON KEYNES & NORTHAMPTON

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):**

3,100ft – 4,500ft AMSL Tactically Issued by ATC

Aircraft Details: **NDS Approved:**

Type: B200, P68
Callsign: RVR4xx, PH-ZEZ
Not applicable

Event Sponsor(s):

Aircraft Operator(s):

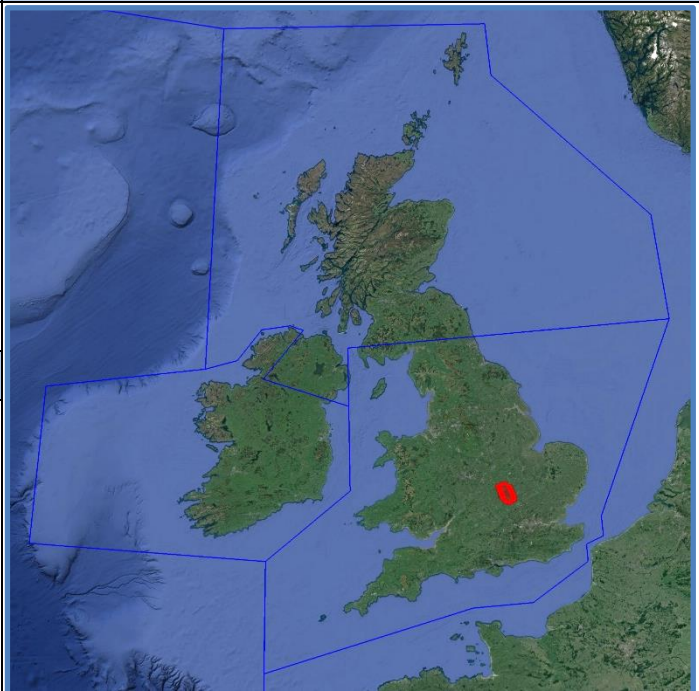
Getmapping Plc
Fleet27
Fleet
Hampshire
GU51 2UH
01252 849417
flightops@getmapping.com

Ravenair
Business Aviation Centre
Liverpool John Lennon Airport
Liverpool
L24 5GA
0151 486 6161
fltplanning@ravenair.co.uk
Zeusch Aviation BV
Arendweg, 21
8218 PE
Lelystad
Netherlands
+31 320 415 409

**ATS Units/
Controlling Agencies:**

Geographical Limits:

Cranfield 01234 750005
London Information¹ 01489 612420
Swanwick LTC – SWA² 02380 401110
Wittering 01780 417050



Airspace Reservations:

Nil

Departure/Destination Aerodrome(s)

ACN Issued by:

TBN during prenote

AS3

¹ Via the London Area Control Centre (ACC) Watch Assistant Supervisor (WAS).

² Group Supervisor (GS) Airports 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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for an aerial survey of two sites:

- a. Milton Keynes 24 Legs.
- b. Northampton 21 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 **ACN 2023-04-0048**.

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).** Whilst it is not anticipated that access to controlled airspace will be required, it 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. Cranfield³ 122.855 MHz
- b. London Information 124.600 MHz
- c. Luton Radar⁴ 129.550 MHz
- d. Wittering⁵ 119.675 MHz

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.

³ Milton Keynes only

⁴ Milton Keynes only and subject to capacity.

⁵ Northampton only.

SECTION 3

Area of Operation

23. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. For east of identification, each 5th leg is shown in orange.

Chart 1 – Overview

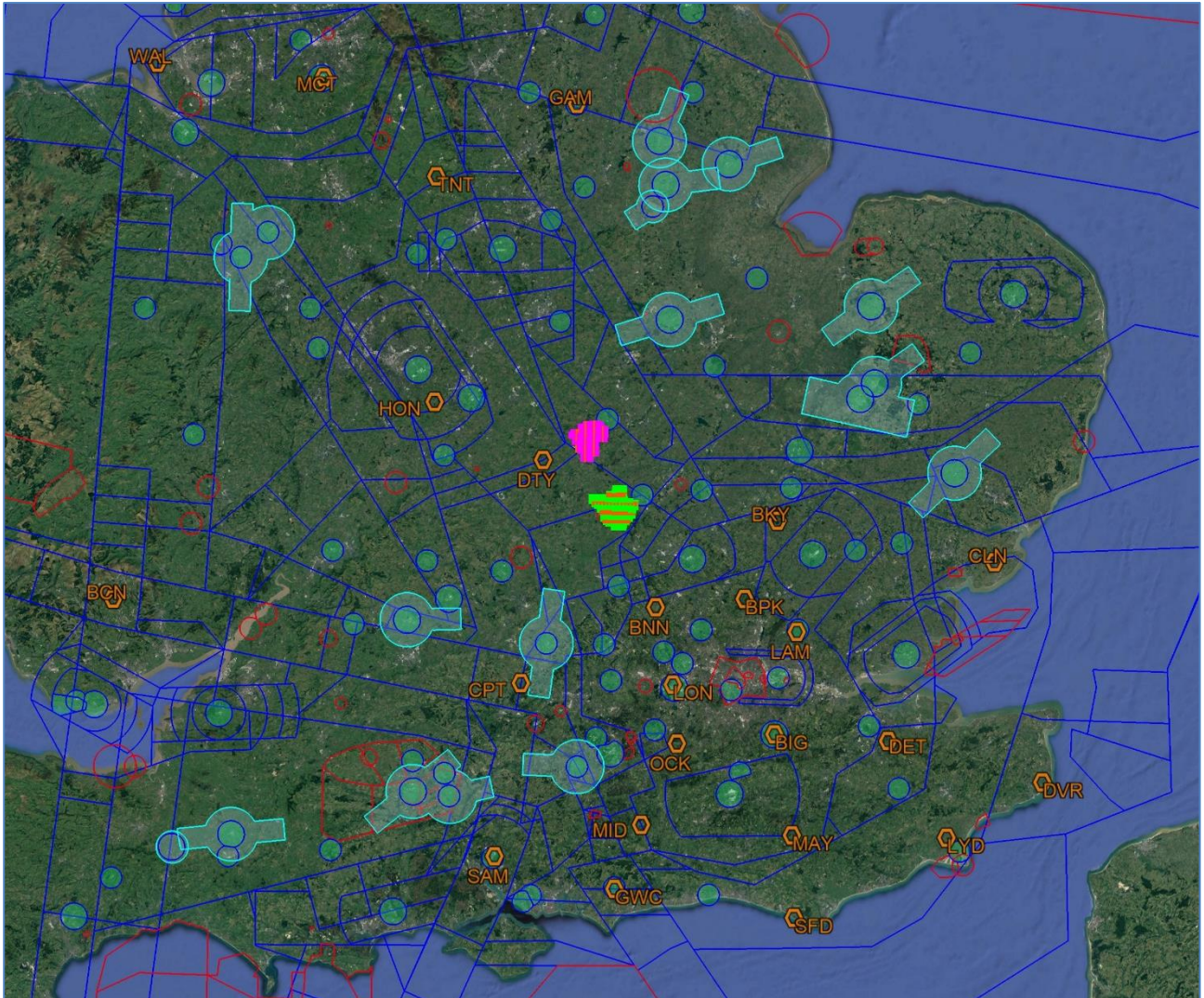


Chart 1 – Close In
Milton Keynes – Leg 01 is the most Northerly
Northampton – Leg 01 is the most Westerly

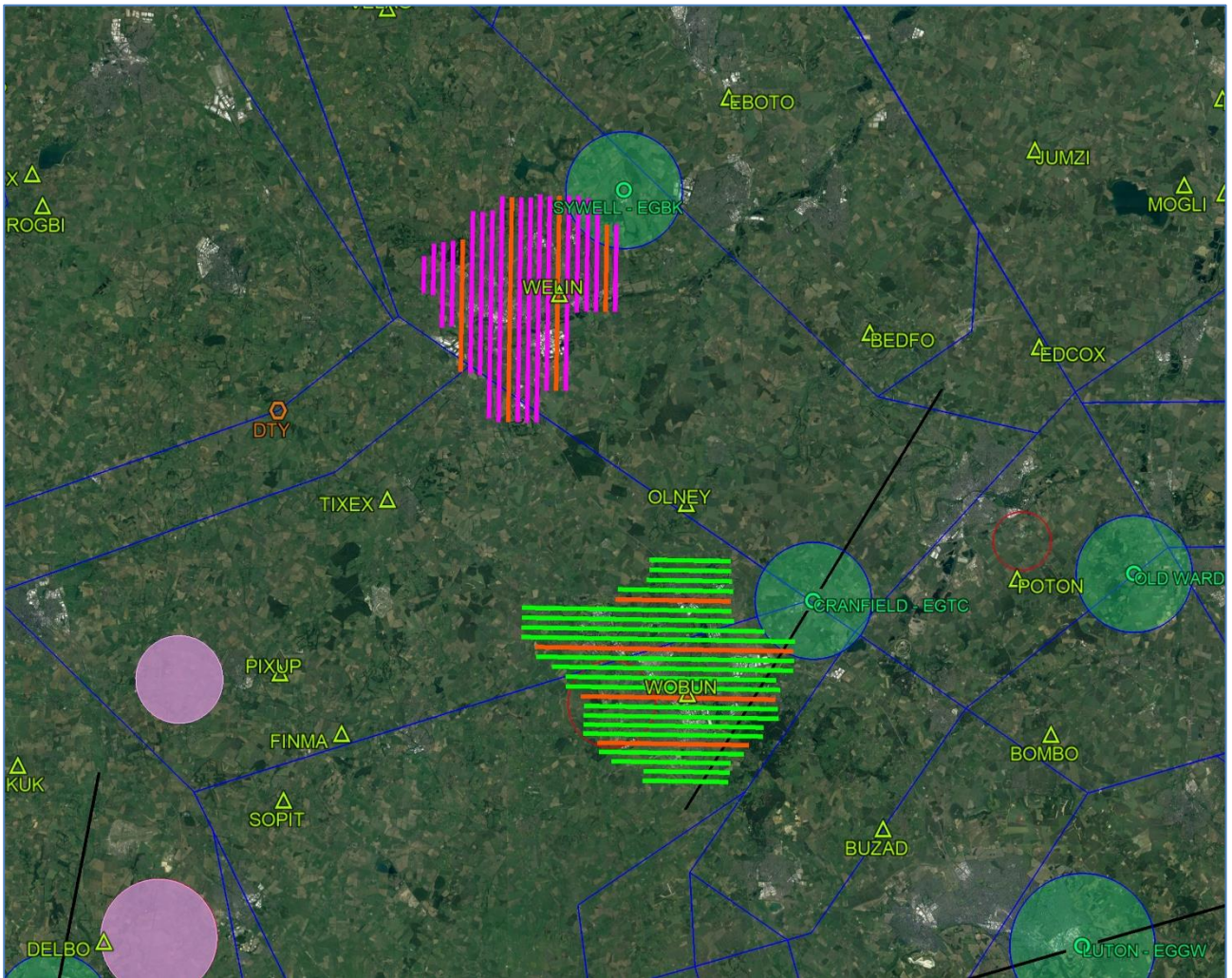


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