

**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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<b>AR-2024-8485</b>	<b>1.0</b>	<b>18/12/2024</b>	<b>18/12/2024</b>
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Civil Aviation Authority

## AERIAL SURVEY MILTON KEYNES & NORTHAMPTON

### 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 – 4,500ft AMSL

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

Tactically Issued by ATC

**Aircraft Details:**
 Type: B200, P68  
 Callsign: RVR4xx, PH-ZEZ
**NDS Approved:**

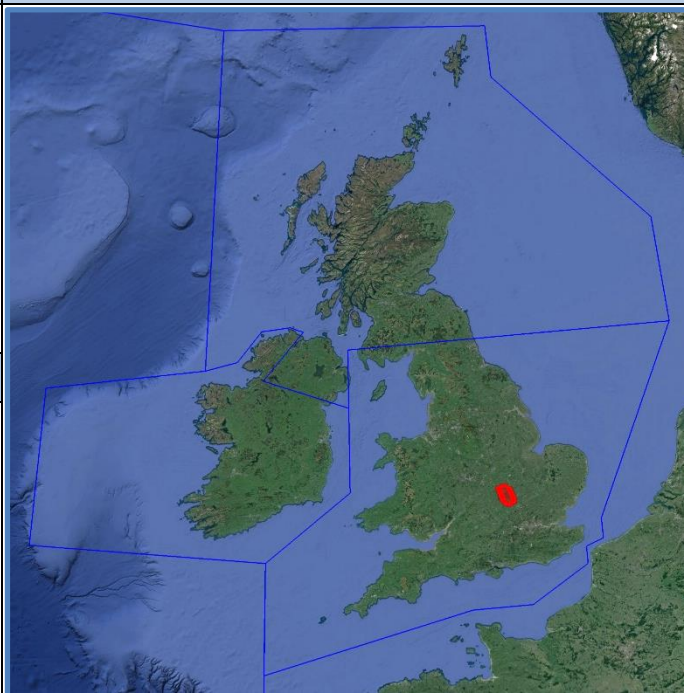
Not applicable

**Event Sponsor(s):**
 Getmapping Plc  
 Fleet27  
 Fleet  
 Hampshire  
 GU51 2UH  
 01252 849417  
[flightops@getmapping.com](mailto:flightops@getmapping.com)
**Aircraft Operator(s):**

Ravenair	Zeusch Aviation BV
Business Aviation Centre	Arendweg, 21
Liverpool John Lennon Airport	8218 PE
Liverpool	Lelystad
L24 5GA	Netherlands
0151 486 6161	+31 320 415 409
<a href="mailto:fltplanning@ravenair.co.uk">fltplanning@ravenair.co.uk</a>	

**ATS Units/  
Controlling Agencies:**

Cranfield	01234 750005
London Information <sup>1</sup>	01489 612420
Swanwick LTC – SWA <sup>2</sup>	02380 401110
Wittering	01780 417050

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

Nil

**Departure/Destination Aerodrome(s)**

TBN during prenote

**ACN Issued by:**

AU2

<sup>1</sup> Via the London Area Control Centre (ACC) Watch Assistant Supervisor (WAS).<sup>2</sup> 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) – 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 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 AR-2023-1433.

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. Cranfield<sup>3</sup>                              122.855 MHz
- b. London Information                      124.600 MHz
- c. Luton Radar<sup>4</sup>                              129.550 MHz
- d. Wittering<sup>5</sup>                              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.

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<sup>3</sup> Milton Keynes only

<sup>4</sup> Milton Keynes only and subject to capacity.

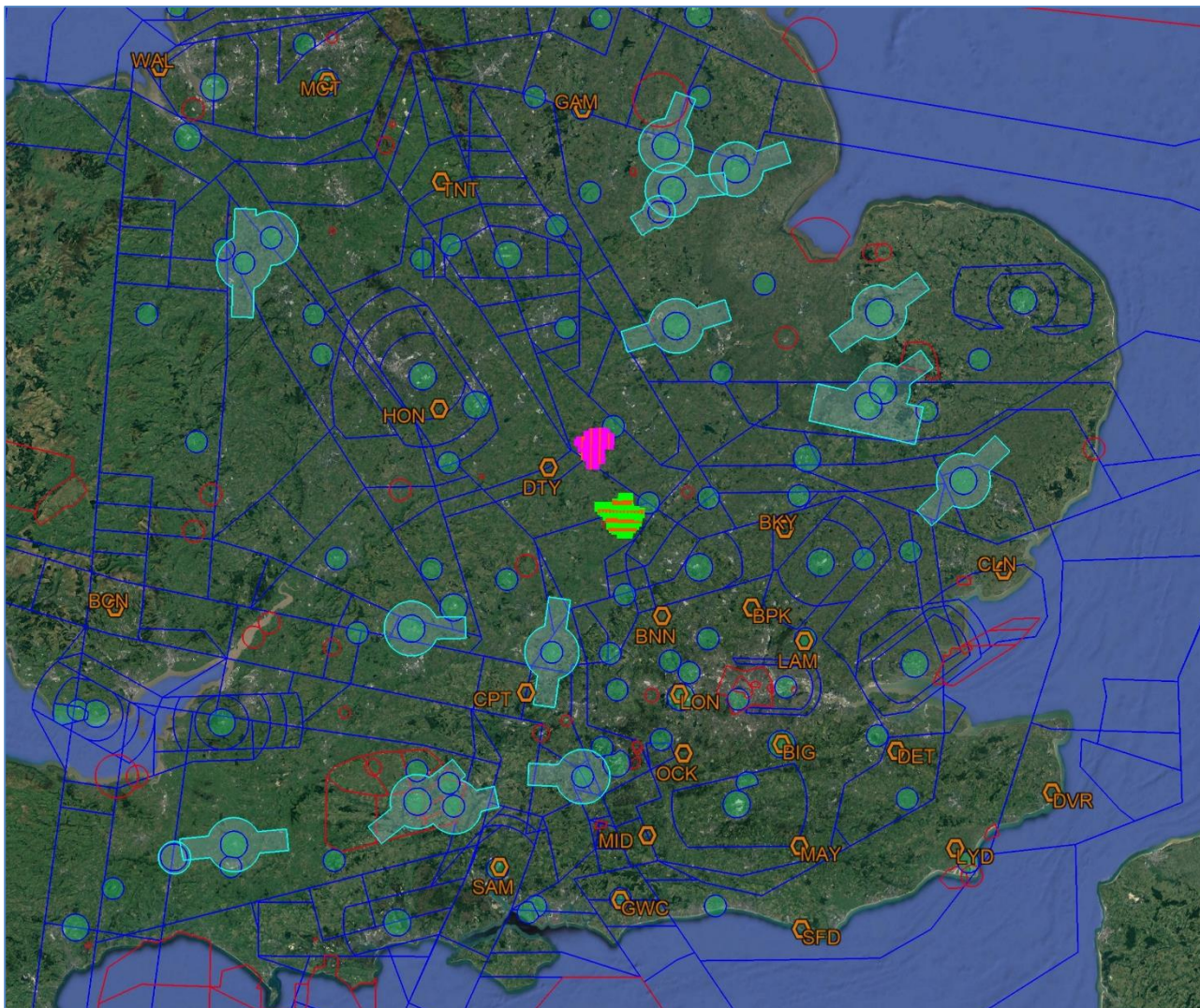
<sup>5</sup> Northampton only.

### SECTION 3

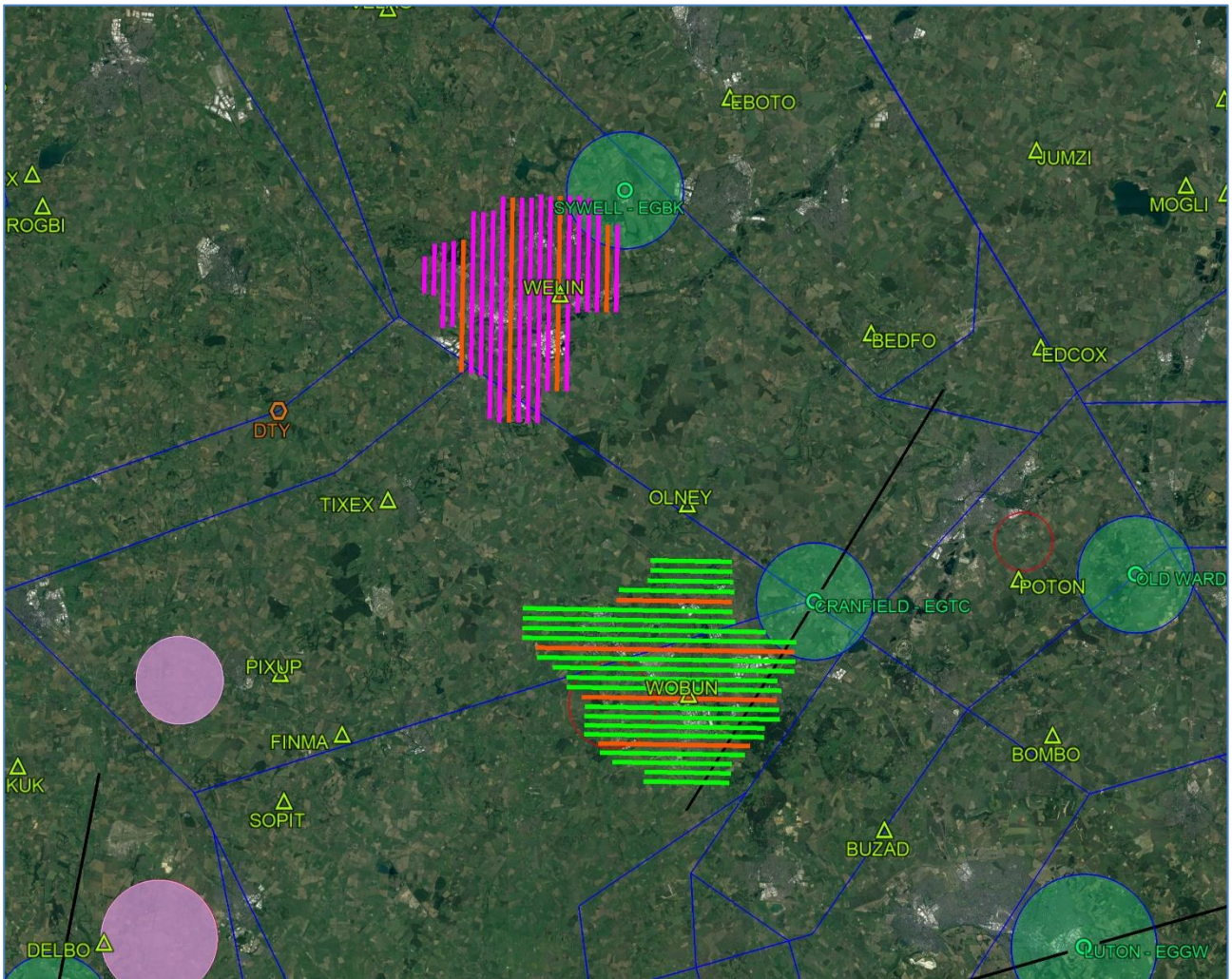
#### Area of Operation

23. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. For ease of identification, each 5<sup>th</sup> 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*



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

