

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
----------------	----------	-------	------------------

2023-09-0050	1.0	22/08/2023	16/08/2023
--------------	-----	------------	------------

## TV Relay - Tour of Britain (Aerostravia)

### NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

2 Sep 23 – 10 Sep 23

Times - ALL TIMES UTC<sup>1</sup>

See Section 2, Para 21

Vertical Limits:

FL210 - FL280 Optimum FL270

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: B200  
Callsign: ASR291

NDS Approved:

Yes – Subject to the conditions in Section 2

Event Sponsor(s):

The Tour of Britain  
  
SweetSpot Group Limited  
Unit 1 Horizon Business Village  
1 Brooklands Road  
Weybridge  
Surrey  
KT13 0TJ  
  
01932 831 485  
[info@thetour.co.uk](mailto:info@thetour.co.uk)

Aircraft Operator(s):

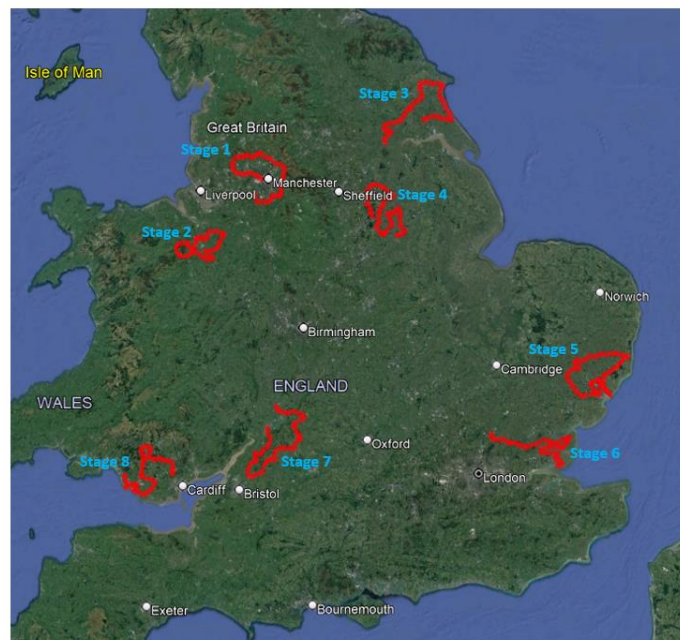
AEROSOTRAVIA  
Aérodrome de Melun-Villaroche  
FR-77550 REAU  
  
JP PELLETIER +33 6 80 95 42 40  
Joanna BLOT +33 6 81 93 27 19  
  
[ops@aerosotravia.com](mailto:ops@aerosotravia.com)

ATS Units/  
Controlling Agencies:

Prestwick ACC	01294 655300
Swanwick ACC – WAS	01489 612420
Swanwick LTC – SWA	02380 401110
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – North	01489 612943
Swanwick Mil (78 Sqn) – West	01489 612417

Info: Manchester, Cambridge, Cardiff

Geographical Limits:



Airspace Reservations:

EG D323J  
EG D323K

Departure/Destination Aerodrome(s)

EGCC – EGSC - EGFF

ACN Issued by:

AS3

<sup>1</sup> AIS Temporal Reference System: Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.

## **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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

## SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight requirements and expected operating areas for the live broadcast TV relay (both domestic and international) in support of the Tour of Britain 2023.

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. **Dates.** 2 Sep 23 – 10 Sep 23.

18. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 2 hours prior to departure to confirm final details and availability of an ATS.

19. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst engaged in the TV relay, (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers.*). Transits to/from the operating area are normal category (GAT).

20. **Limitations.** The optimum level is FL270, however the aircraft is able to operate at any level within the band FL210 – FL280. **When on task, is not able to deviate laterally by more than 2.5nm from the ground station, however it is able to change levels at the request of ATC to best fit the tactical situation.**

21. **Schedule.**

ASR291	AIRPORT		UTC TIME		Required FL	MISSION
	DEP	ARR	ETD	ETA		
Sat 02/09/23	LFPM	LFAC CALAIS	1200	1300	270	Ferry go Douane
	LFAC	EGCC Manchester	1400	1530	270	
Sun 03/09/23	EGCC	EGCC	0915	1510	270	Target stage 1 from 1000z to 1440z <i>Altrincham to Manchester</i>
Mon 04/09/23	EGCC	EGCC	0930	1510	270	Target stage 2 from 1015z to 1440z <i>Wrexham to Wrexham</i>
Tues 05/09/23	EGCC	EGCC	0915	1515	270	Target stage 3 from 1000z to 1445z <i>Goole to Beverley</i>
Wed 06/09/23	EGCC	EGSC Cambridge	0900	1510	270	Target stage 4 from 0945z to 1440z <i>Sherwood Forest to Newark on Trent</i>
Thur 07/09/23	EGSC	EGSC	0830	1520	270	Target stage 5 from 0915z to 1450z <i>Felixstowe to Felixstowe</i>

Fri 08/09/23	<b>EGSC</b>	<b>EGFF</b> Cardiff	<b>0930</b>	<b>1515</b>	270	<b>Target stage 6 from 1015z to 1445z</b> <i>Southend o sea to Harlow</i>
Sat 09/09/23	<b>EGFF</b>	<b>EGFF</b>	<b>0845</b>	<b>1510</b>	270	<b>Target stage 7 from 0930z to 1440z</b> <i>Tewkesbury to Gloucester</i>
Sun 10/09/23	<b>EGFF</b>	<b>LFRG</b> Deauville	<b>0900</b>	<b>1550</b>	270	<b>Target stage 8 from 0945z to 1450z</b> <i>Margam Country park to Caerphilly</i>
	<b>LFRG</b>	<b>LFPM</b>	<b>1650</b>	<b>1740</b>		<b>Ferry Back</b>

22. **Flight Plan.** The sponsor shall file a flight plan for each flight, including the following in Field 18:

RMK/NON-DEVIATING STATUS APPROVED.

RMK/AIRSPACE COORDINATION NOTICE 2023-09-0050 REFERS.

23. The flight plan should be filed in consultation with the [Standard Routing Document](#) (SRD), available on the [NATS AIS website](#).

24. **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.

- a. Prestwick ACC            On Request
- b. Swanwick ACC            On Request
- c. Swanwick LTC            On Request
- d. Swanwick Mil East      133x325 or 135x075
- e. Swanwick Mil West      128.700 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.

26. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and within active TRAs and is subject to Unit capacity. The Units providing this service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact. A FPL should be filed and include the following addresses:

- a. EGZYOATT    Swanwick Mil (78 Sqn)
- b. EGTTFZC      Western Radar

27. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

28. Between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.
29. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.
30. **Danger Areas (DAs).** Access to any DA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.
31. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*
32. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

## SECTION 3

### Area of Operation

33. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

Chart 1 - Overview

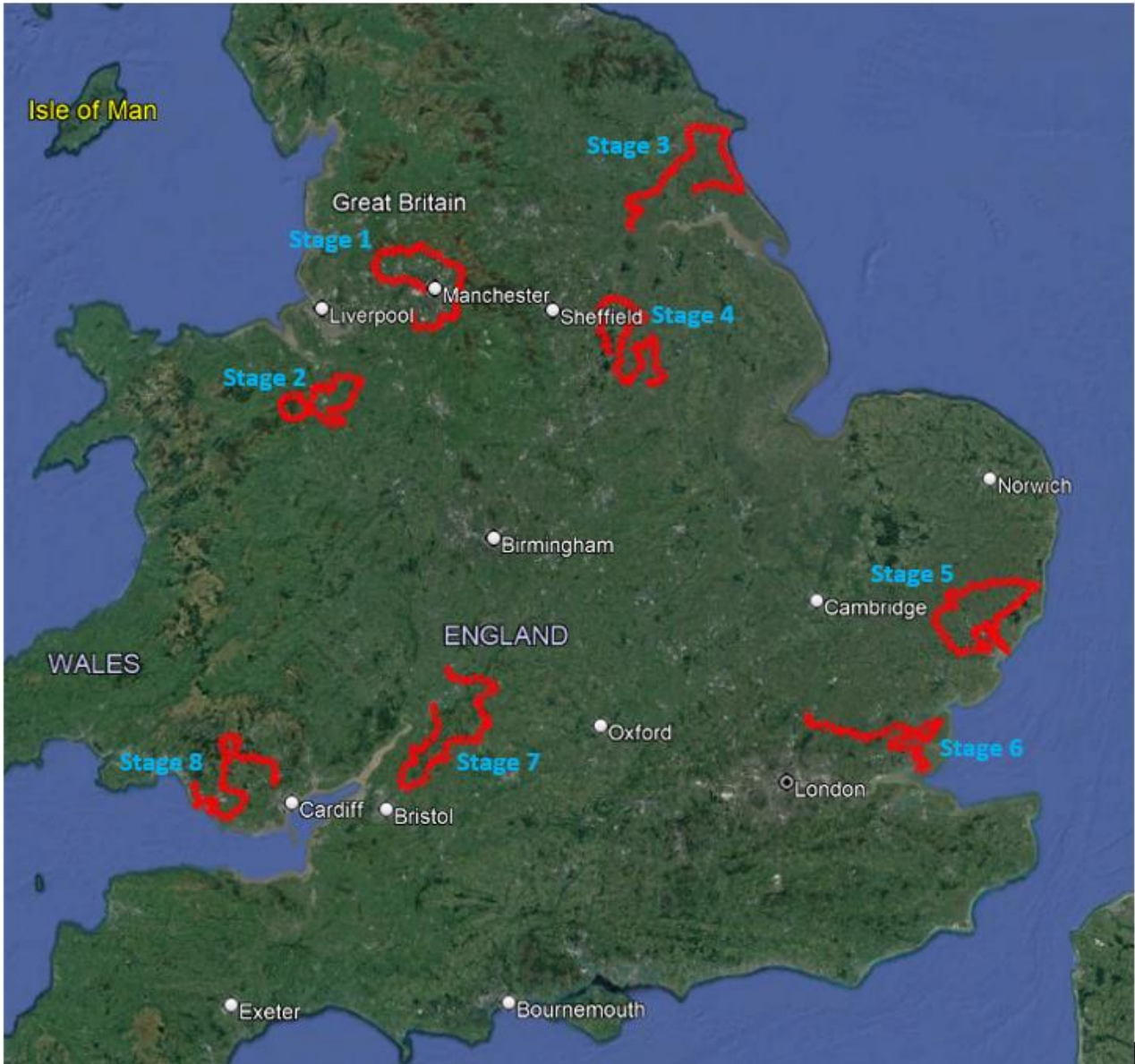


Chart 2 – Stage 1 Altrincham to Manchester



Chart 3 – Stage 1

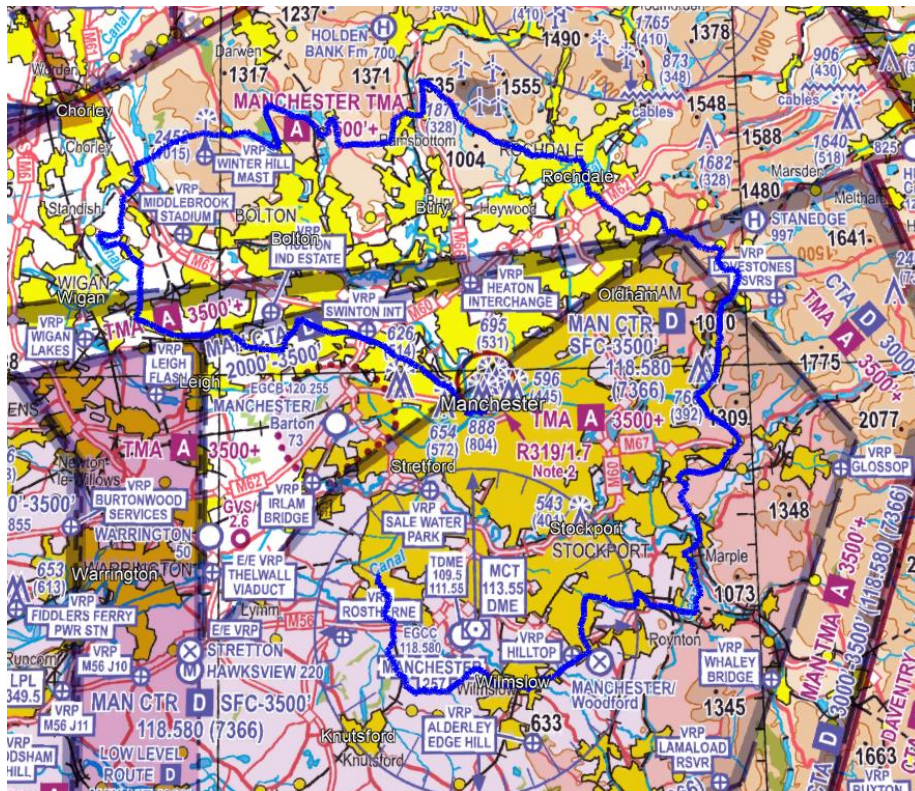


Chart 4 – Stage 2 Wrexham to Wrexham



Chart 5 – Stage 2

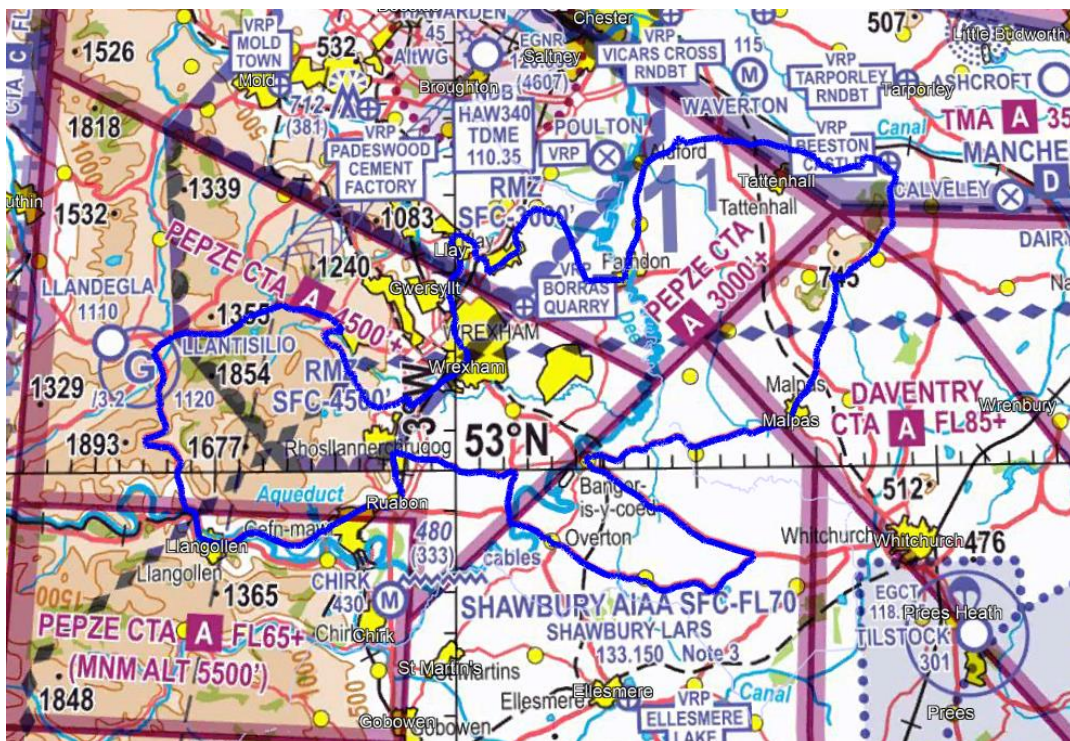




Chart 6 – Stage 3 Goole to Beverley



Chart 7 – Stage 3



Chart 8 – Stage 4 Sherwood Forest to Newark on Trent



Chart 9 – Stage 4

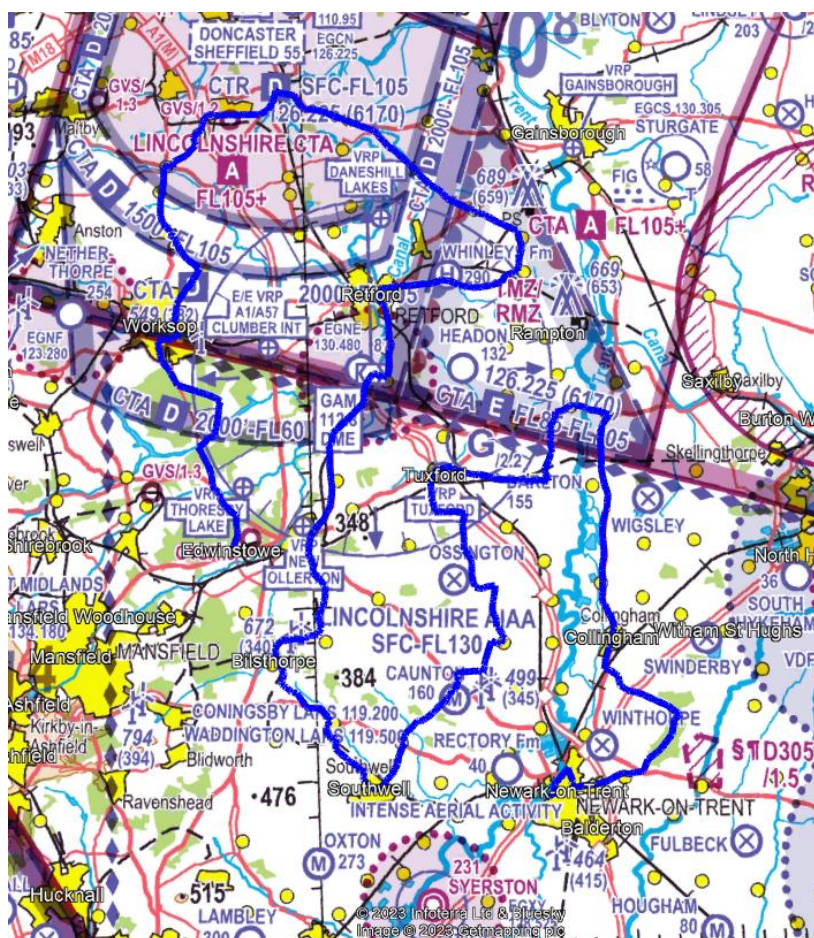


Chart 10 – Stage 5 Felixstowe to Felixstowe

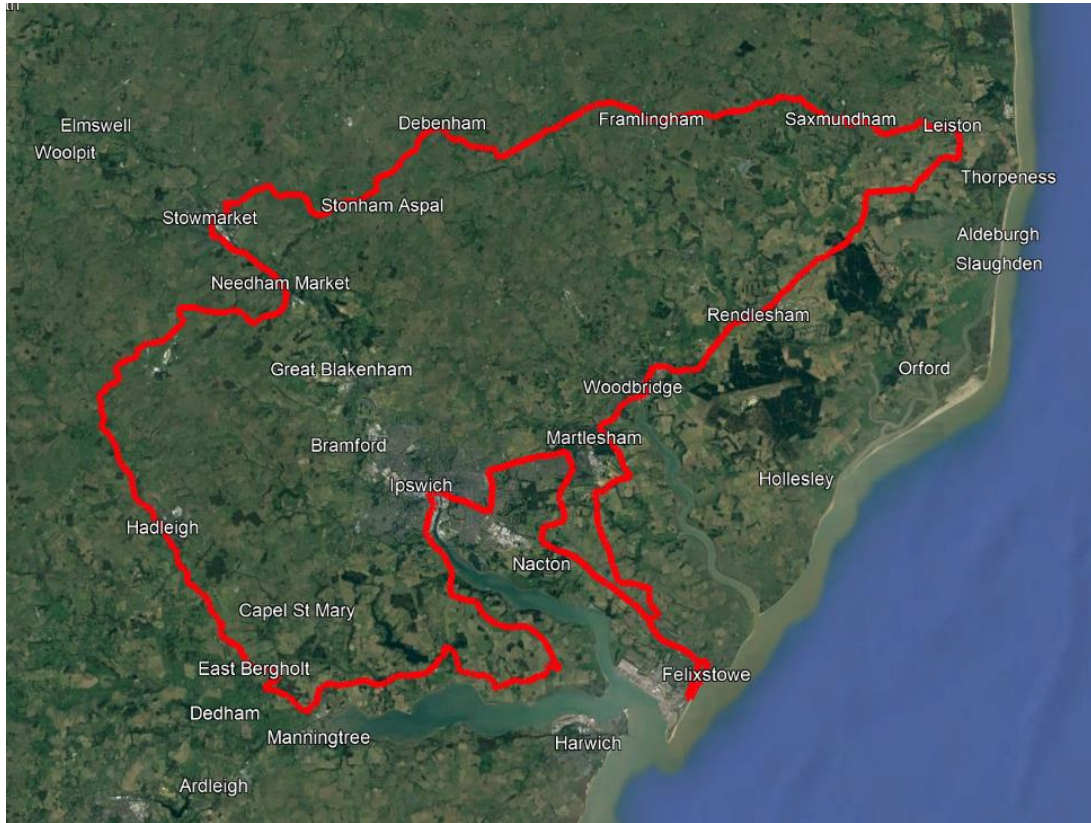


Chart 11 – Stage 5

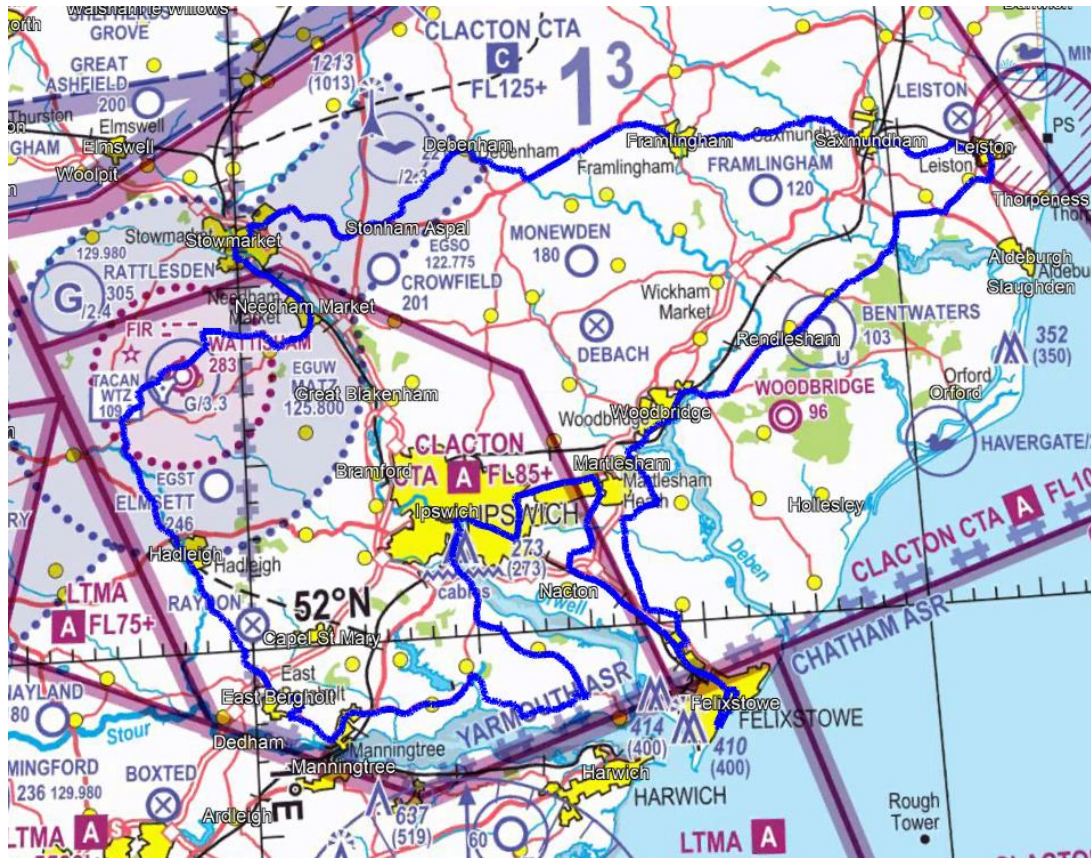


Chart 12 – Stage 6 Southend on Sea to Harlow



Chart 13 – Stage 6

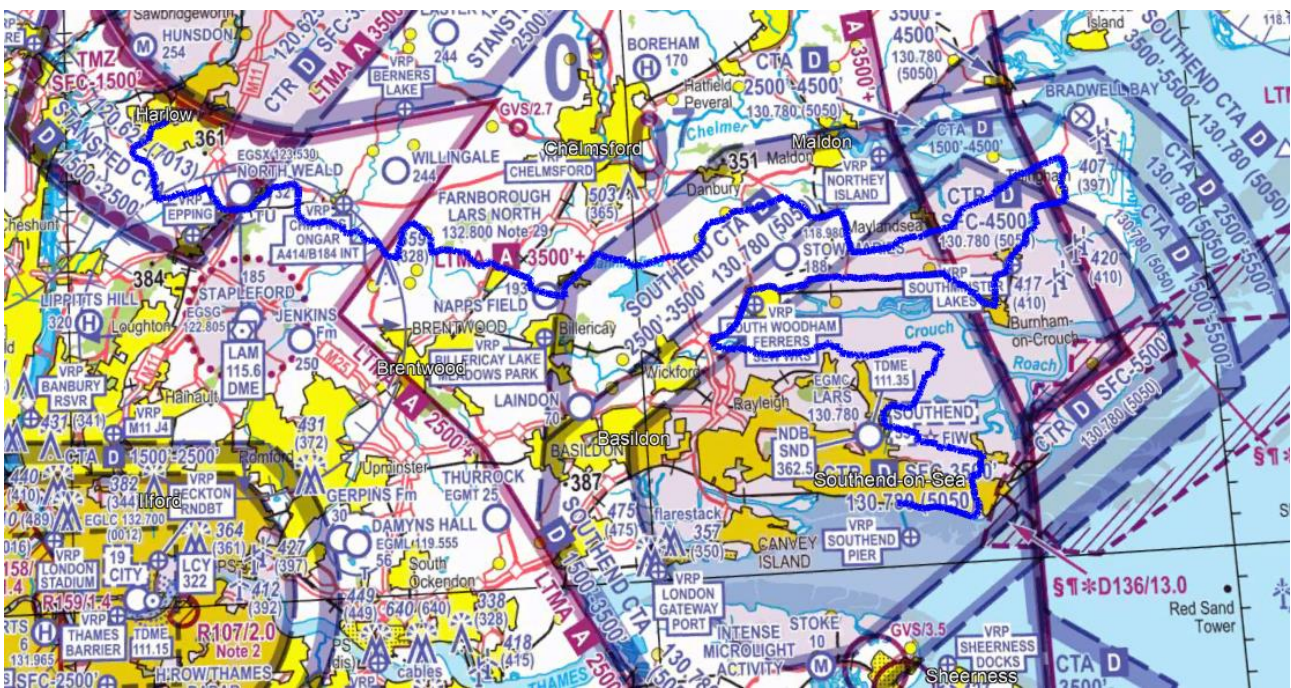


Chart 14 – Stage 7 Tewkesbury to Gloucester



Chart 15 – Stage 7



Chart 16 – Stage 8 Margam Country Park to Caerphilly

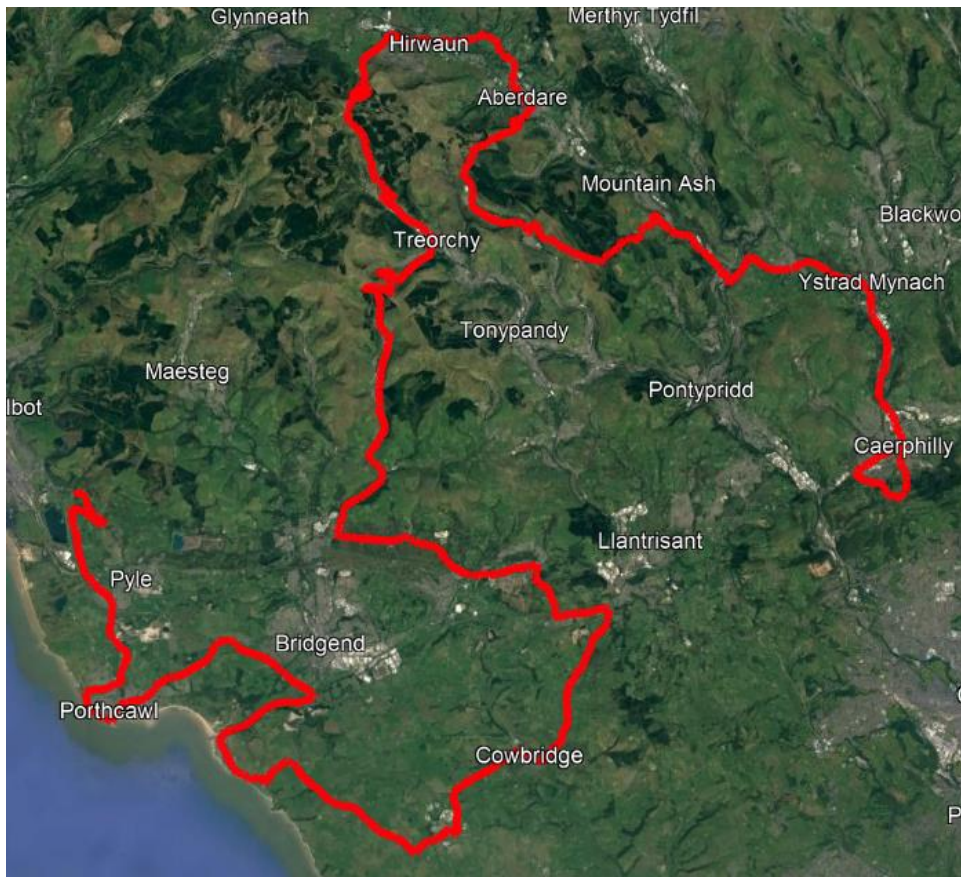


Chart 17 – Stage 8

