

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-5518	1.0	06/09/2024	02/09/2024

CNS Monitoring Eurocontrol

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**12th September 2024 – 13th September 2025**Times - ALL TIMES UTC¹**1200 (12th Sep) – 0800 (13th Sep)**Vertical Limits:**

FL340-FL350

Allocated Mode 3A (SSR):

As issued by ATC.

Aircraft Details:

Type: Beech King Air 350ER
Callsign: CBA30

NDS Approved:**Yes – Subject to the Conditions in Section 2****Event Sponsor(s):**

Petr JONAS,

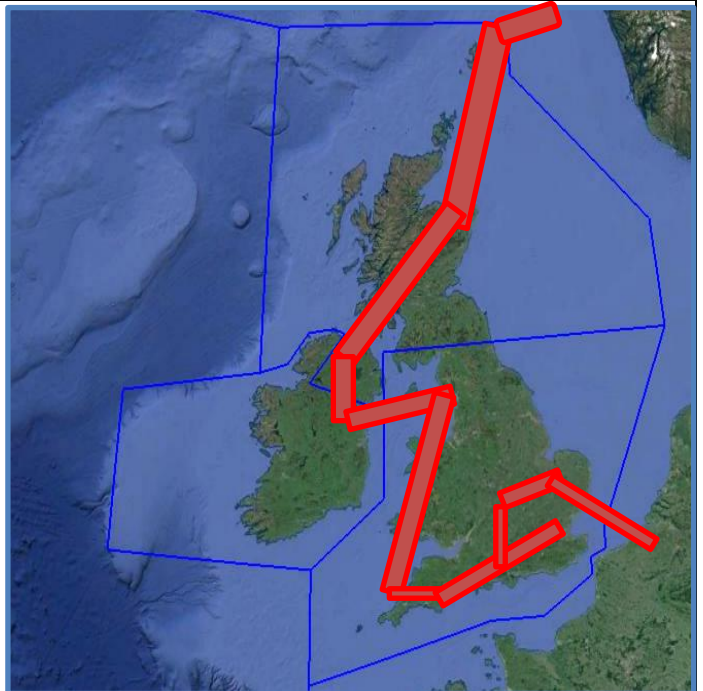
EUROCONTROL,
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Brussels 1130
+32 2 729 90 01/11
petr.jonas@eurocontrol.int

Aircraft Operator(s):

Czechia - Civil Aviation Authority
K letišti 1149/23
161 00 Prague
Czech Republic
+420 225 421 111
caa@caa.cz

ATS Units/**Controlling Agencies:**

Prestwick ACC - Scottish Control	01294 655300
Swanwick ACC - London Control	01489 612420
Swanwick Mil (78 Sqn) – North	01489 612943
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417

Geographical Limits:**Airspace Reservations:**

D201 Aberporth	MAMC	01489 612495
D113 Castlemartin	As above	
D115 Manorbier	As above	
D064 South West Complex	As above	
D009 Wembury	As above	
D013 Lyme Bay	As above	

Departure/Destination Aerodrome(s)

EGHH, EGPD

ACN Issued by:

AU3

¹ **1 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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profile required to carry recording equipment to analyse usage of VDL2 datalink, SSR (1030/1090 MHz) and GNSS frequencies. The sponsor is undertaking the activity for ANSPs and states and has been coordinated with CNS specialists to gather valuable CNS data. The flight is planned to route along specific points that need to be overflown to measure the relevant RF signals (e.g. of radars).

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 48 hours prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 4 hours prior to departure to confirm final details and availability of an ATS. The actual start time for the monitoring flight will be subject to prevailing flight planning on the day.

17. Flight plans for the flights route across FIR boundaries. This ACN does not provide authority to cross the FIR boundary or infer any coordination with other nations regulators.

18. **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.**

19. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on the pre-planned route and should be considered non-maneuvrable whilst within Controlled Airspace (CAS), (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers*). At all other times, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*), and attracts no priority.

20. **Flight plans.** The aircraft is required to fly on the following days/times along the routes detailed below. The sponsor is responsible for submission of the flight plan and ensuring its validity prior to flight. See section 3 for route charts.

21. **12th of September 2024**

FPL-CBA30-IG
 -B350/M-SBDFGHRWY/EB1-ENEV1200
 -N0277F340 GEPTU DCT DOSAX DCT BDO M609 HOCCA Z202 GEPLO DCT UVEPI Z325
 KVB Z105 TUTOP DCT PEMOV DCT GUNPA/M047F340 DCT6035N00200W/N0282F330
 DCT WAFIL/N0275F340 Y905 PETOX DCT ADN P18 RATPU P18 ADN
 -EGPD0358 EGPE
 -PBN/A1B2B3D2D3S2 DOF/240803 REG/OKRLP EET/EGPX0242 GUNPA0242 SEL/GJMQ
 OPR/ANS CR RMK/RTECOORATC

22. **13th of September 2024**

FPL-CBA30-IG
 -B350/M-SBDFGHRWY/EB1
 -EGPD0800
 -N0260F340 GLESK DCT PIPAR DCT GLO DCT BLACA DCT HB DCT BEL DCT
 DUB/N0264F350 DCT BOFUM DCT BPL/N0273F340 DCT LANON DCT AGCAT DCT
 NQY/N0276F330 DCT FIMCA DCT KLAKI DCT BIA DCT SAM DCT UMBUR
 -EGHH0336 EGHI
 -PBN/A1B2B3D2D3S2 DOF/240803 REG/OKRLP EET/EGTT0053 EGPX0102 EISN0118
 EGTT0130 SEL/GJMQ OPR/ANS CR RMK/RTECOORATC

23. **13th of September 2024**

FPL-CBA30-IG
 -B350/M-SBDFGHRWY/EB1
 -EGHH1300
 -N0262F350 KENET DCT OX DCT LKH DCT LAPRA DCT LOGAN DCT BULAM DCT
 FERDI DCT LIMGO DCT RUDUS DCT BOMBI DCT KOMIB L984 SULUS Z650 TONSU
 Z35 ODOMO DCT LOMKI

-LKPR0240 LKPD

*-PBN/A1B2B3D2D3S2 DOF/240803 REG/OKRLP EET/EHAA0052 EBBU0055 EDGG0133
EDMM0204 LKAA0218 SEL/GJMQ OPR/ANS CR RMK/RTECOORATC*

24. **Air Traffic Service (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.

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. EGTTZFZC 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. Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval.

28. **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.

29. **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.

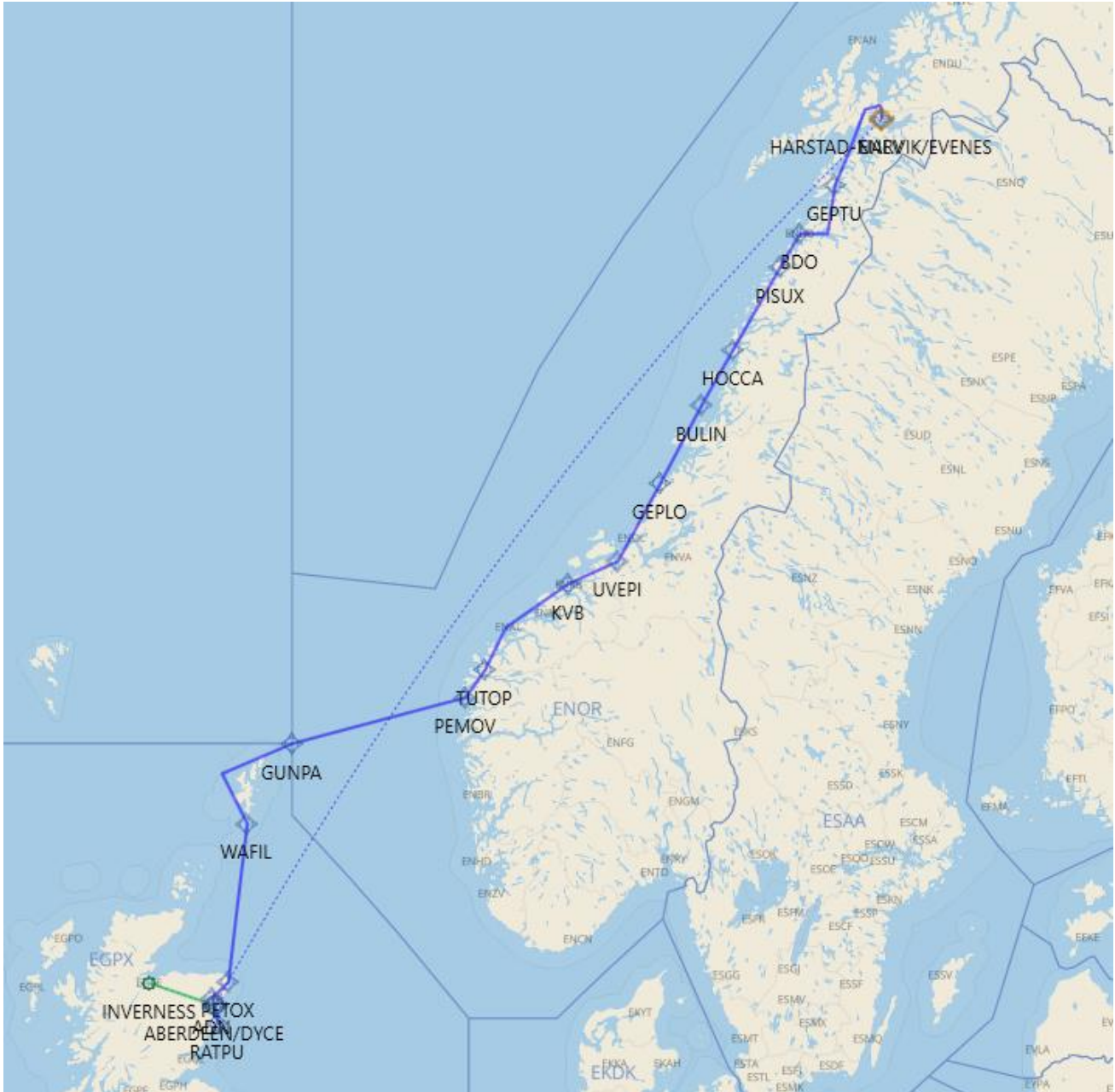
30. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

SECTION 3

Area of Operation

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

Chart 1 – 12 Sep 24



Charts 3 – 13 Sep 24

