

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
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AR-2024-6326	1.0	17/10/2024	19/09/2024
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Civil Aviation Authority

Scientific Flight (German Aerospace Centre)**NDS****Subject to NOTAM: No****Date(s) of activity/Validity:**30th October 2024 – 24th November 2024**Times - ALL TIMES UTC¹**

Dependant on satellite position (advised to undertake Out of Hours)

Vertical Limits:

Between FL 410 – FL 450 – See section 2

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: Gulfstream G550 "HALO"

Callsign: D-ADLR

NDS Approved:

Yes --See section 2.

Event Sponsor(s):

German Aerospace Center
 Stefan Hempe
Stefan.hempe@dlr.de
 cell +49 172 2000 688

Aircraft Operator(s):

German Aerospace Center
 Flight Experiments
 Muenchenerstr 20
 Wessling, 82234

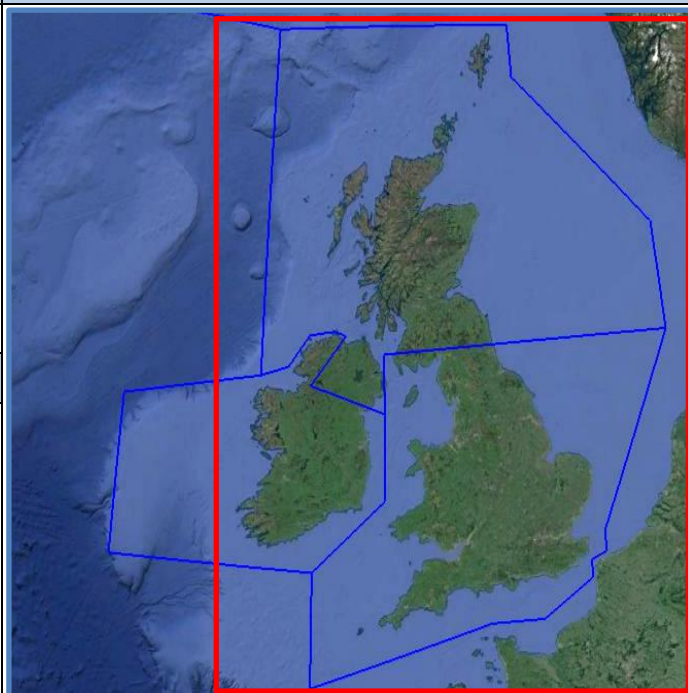
ATS Units/**Controlling Agencies:**

Prestwick ACC	01294 655300
Swanwick ACC	01489 612420
Swanwick Mil (78 Sqn) North	01489 612943
Swanwick Mil (78 Sqn) East	01489 612408
Swanwick Mil (78 Sqn) West	01489 612417

Airspace Reservations:

Once the tracks are finalised (mid October) the sponsor will be required to engage with the relevant SUA managers to gain approvals.

AMC Managed danger areas	01489 612495
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**Departure/Destination Aerodrome(s)**

EDMO - Oberpfaffenhofen

ACN Issued by:

AU3

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) – AU3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct validation activities of recorded data from the ESA/JAXA satellite mission EarthCARE. Each flight is time critical due to the requirement to meet rendezvous points with the EarthCARE mission.

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 does not infer any approval to deviate from the ANO, Rules of the Air, or the issued AOC.** Should flight operations require an exemption or specific permission from the regulations, the sponsor shall ensure that these are obtained from the relevant CAA department prior to the flight taking place. It is the sponsors responsibility for ensuring the validity of any such exemption or permission.

18. **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. The sponsor is responsible for obtaining FIR boundary crossing clearances and ensuring correct flight planning has been undertaken to ensure the flight is able to transition between adjacent FIRs (as required).

19. **Notification.** The sponsor is to engage with the agencies listed on page one of this ACN at least 1 week prior to the planned activity to ensure that they are made aware of the planned window for the flight and can coordinate with the sponsor the most appropriate timings. The sponsor is to notify the agencies listed on page one of this ACN at least 72-48 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.

20. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established in the operating area and within Controlled Airspace (CAS), (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers*). Whilst in transit to the operating area, outside CAS and in between runs, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers) and attracts no priority. Access to/through SUA is not afforded with NDS and the sponsor is responsible for obtaining prior permissions to access/transit any SUA and coordinating their activity, and communicating this to ATS providers, appropriately prior to flight. The Sponsor is requested to undertake this coordination at least 1 week prior to the activity. In order to reduce the impact to other airspace users, the controlling authority may request that the pilot hold, or accept radar vectors in order to make best use of the airspace, or to reduce overall delays.

21. **Level.** The aircraft is required to conduct serials between FL410 and FL450. To enable timely planning for ATC, the pilot is responsible for informing ATC of any anticipated level change.

22. **Number of flights and duration.** 10-15 flights are expected and each flight is approximately 10 hours in duration.

23. **RVSM Status.** The aircraft is RVSM approved, noting the task is above RVSM airspace.

24. **Tracks.** The aircraft will follow the green lines depicted on the charts in Section 3 below. In all cases, the aircraft shall not change level or heading without the explicit approval of ATC when within CAS, or without prior notification when outside CAS. The aircraft shall pre-notify ATC of all expected turns and the direction of travel required.

25. **Flight Plan & Routing.** The sponsor is responsible for submitting a flight plan at least 3 hours prior to departure (following the final notification call). In addition, the following text shall be inserted into Field 18:

RMK/NON-DEVIATING STATUS APPROVED

RMK/AIRSPACE COORDINATION NOTICE 2024-6326 REFERS

26. **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.
27. **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). #
28. **Special Use Areas (SUAs).** Access to any SUA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at least 1 week prior to the activity to coordinate access, noting that access may only be possible outside notified operating hours. Access to Military Managed SUAs is not guaranteed and requires early engagement and coordination with the SUA authority.

SECTION 3

Area of Operation

29. A chart highlighting the area of operation is shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview of Operating area

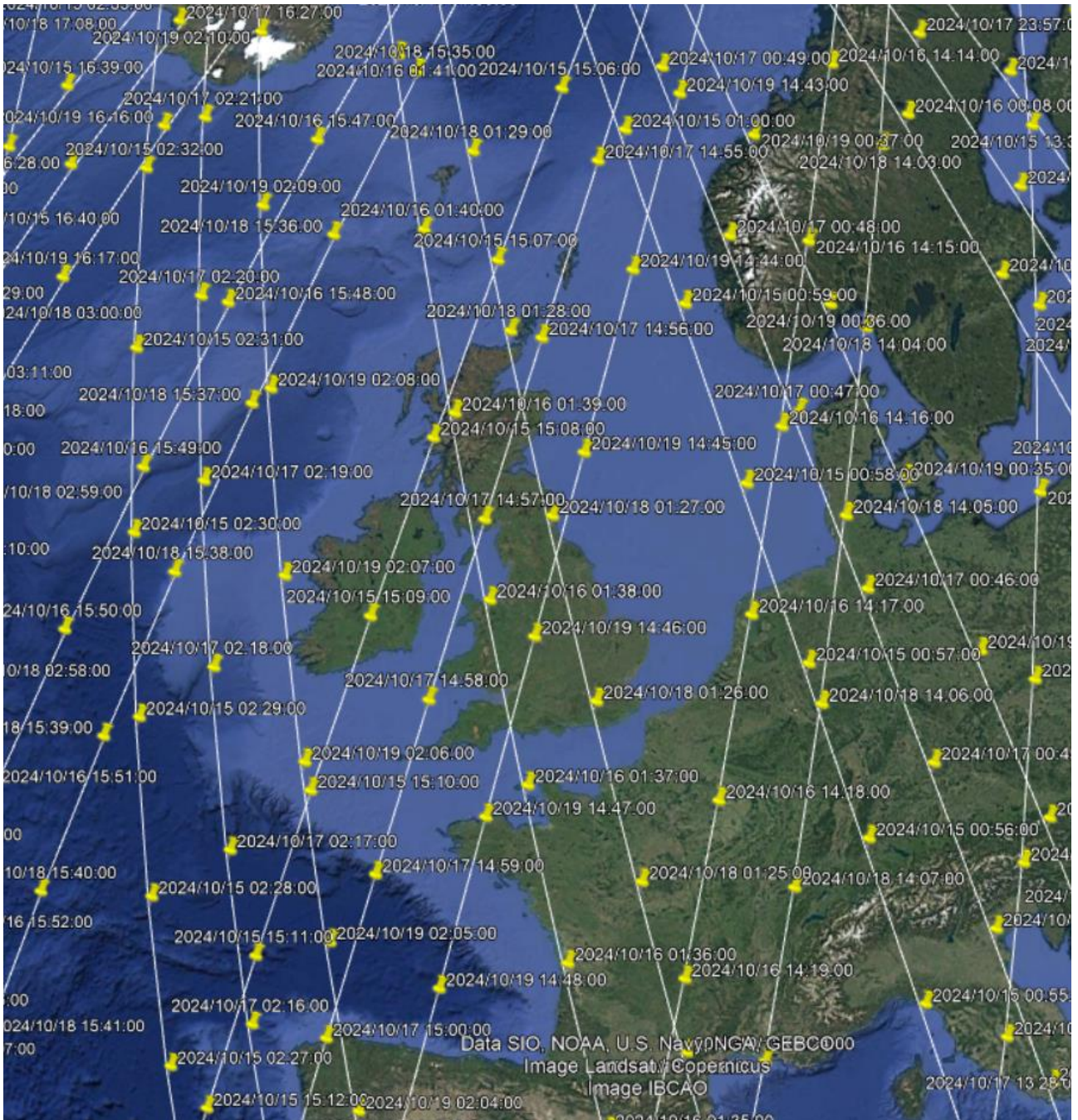


Chart 2 – UK FIR with flight lines

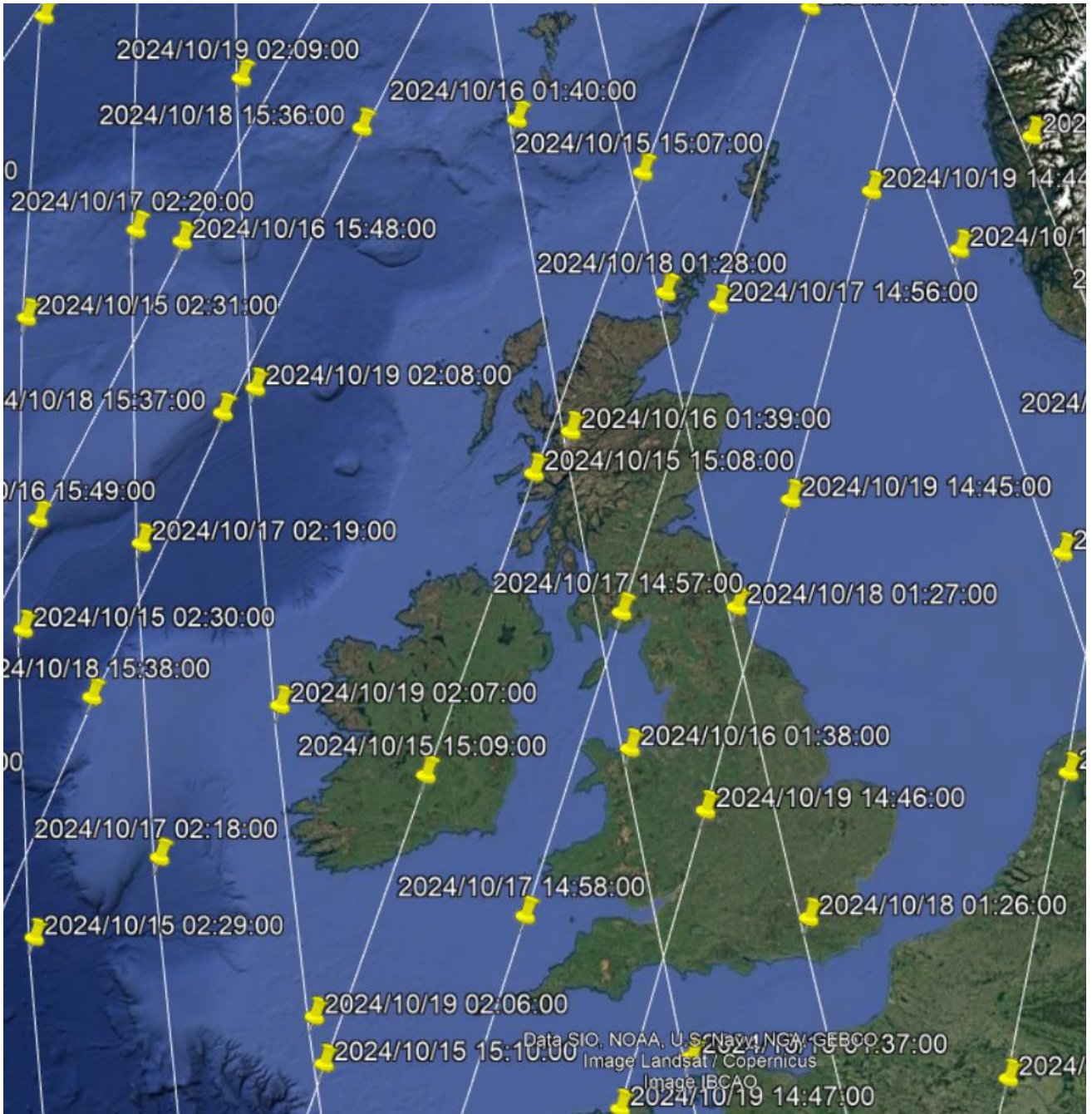


Chart 3 - UK airspace mapping with flight lines

