

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation
Authority

| ACN Reference: | Version: | Date: | Date of Original |
|----------------|----------|------------|------------------|
| AR-2024-929 | 1.0 | 26/02/2024 | 26/02/2024 |

OPEN SKIES OPERATION COCKAIGNE 1/24

CAT B NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**

27-28 Feb 24

Reserve Day 29 Feb 24

Times

0900-1730Z

Vertical Limits:*Climb in BZN Overhead SFC-FL150*

Route to be flown FL150 - FL180

Allocated Mode 3A (SSR):

7007

Aircraft Details:

Type: AN30

Callsign: OSY 19T

NDS Approved:**Yes****Event Sponsor(s):**JACIG Team Chief (Pre-Flight) 07974
906840

JACIG Dep Team Chief (Pre Flight) 07974 906845

JACIG-OpenSkies@mod.gov.ukDuring Flight – Swanwick Mil West Supervisor
01489 612417

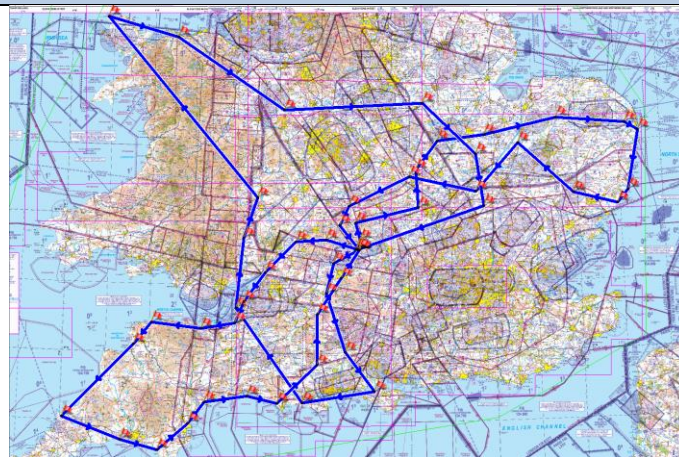
Route 1 27 Feb: Dep BZN at approx 1300z

Route 2 28 Feb AM: Dep BZN at approx 1030z

Route 3 28 Feb PM: Dep BZN at approx 1500z

ATS Units/**Controlling Agencies:**

See Comms Card at Section 4

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

As notified

Departure/Destination Aerodrome(s)

EGVN

ACN Issued by:

AU3

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 profile, communications plan and nominated ATC agencies to support a flight under the Open Skies Treaty (Op COCKAIGNE). This ACN does not remove the need for aircraft operators to comply with national flight planning and notification procedures. Pilots and ANSPs shall ensure that all related aviation sites are aware of this planned activity and of subsequent changes not captured within this document.

16. **Dates.** The planned schedule is:

26 Feb – PM Arrive UK
 27 Feb – 1300Z Dep
 28 Feb AM – 1030Z Dep
 28 Feb PM – 1500Z Dep
 29 Feb – Reserve Day
 01 Mar – 1000Z Depart UK

17. **Priority.** This flight has been afforded:

- a. Priority Handling Category B ([CAP 493 – Section 1, Ch 4, Para 10c & Table 2](#) refers¹)
- b. Non-Deviating Status (NDS) for the duration, ([UK AIP ENR 1.1 \(4.2\)](#) & [CAP 493 – Section 1, Ch4, Para 17](#) refers).

18. **Flight Plan.** The aircraft shall file a flight plan and include the following in field 18:

RMK/FLIGHT OPR IN ACCORDANCE WITH AIRSPACE COORDINATION NOTICE AR-2024-929

RMK/PRIORITY HANDLING CAT B WITH NON-DEVIATING STATUS APPROVED

19. In addition, the following Flight Plan address shall be included:

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

20. **Access to Controlled Airspace (CAS).** Access to controlled airspace is to be afforded as per the notified route, however the pilot is responsible for obtaining a clearance to enter prior to penetration.

21. **Flight Delay.** The maximum delay permitted prior to departure is 1 hour.

22. **Air Traffic Service (ATS) Provision.** The flight shall be provided with an ATS by the nominated ATS Unit, appropriate to the classification of airspace. Outside CAS, in order to reduce the chances of track deviation, the aircraft will routinely be provided with a Traffic Service in accordance with [CAP 774 \(UK Flight Information Services\)](#). Outside of CAS, the aircraft is responsible for traffic avoidance and maintaining their own terrain clearance

¹ As amended by CAP 493 [SI 2023/01](#).

23. **Timings.** The tolerances of the Open Skies aircraft at each waypoint (WP) are 30 minutes prior to the notified ETA and 1 hour after. This allows for the maximum flight delay.
24. **Route Profile.** ATC Supervisors/Watch Managers are to ensure that the agreed route profile, both lateral and vertical, and the control sequence are all strictly adhered to. Should weather conditions dictate, the flight monitor (onboard the Open Skies aircraft) may request a tactical change of flight level/altitude, lateral profile or in extreme circumstances cancel a portion of the route. Control agencies are requested to accommodate these requests and where possible to update the next ATC agency. Controllers should use the ACN to aid planning and minimise route requests to the Open Skies aircrew.
25. **Loop Turns.** Route 1 incorporates a single loop turn at waypoint 9. The procedural turn is required to allow the aircraft to reposition from the end of a leg onto the next portion. The turn is approx. 4 minutes, with the direction of turn listed on the route card.
26. **Known Aviation Activity Within 5nm of the Published Track.**
 - a. Parachuting Sites / Glider Sites. Contact has been attempted with sites within 5nm of the track (as listed in the UK AIP (ENR 5.5)). Where contact has been established, the site has been informed of the Open Skies aircraft and advised to consult the published NOTAMs.
 - b. Danger Areas (DAs) / Restricted Areas (RAs). DAs & RAs within 5nm of the notified track shall be closed or suppressed where appropriate. Details of those sites are detailed in the annexes. Suppression timings are as per the tolerances listed in Para 19. To facilitate flexible use of airspace, suppressed areas may be tactically re-opened by the ATC Controlling Authority for that area, once the aircraft is safely clear.
27. **Phraseology.** All phraseology is to be standard iaw [CAP 413 \(Radiotelephony Manual\)](#) and delivered clearly and slowly. Visiting foreign crews may have difficulty in understanding limitations of service, unusual routing requests, abbreviations and non-standard procedures. Non-standard instructions and requests cause confusion and need to be translated by the UK Flight Deck Monitor onboard, which may result in delayed actions.
28. **Communications.** The comms card appropriate to the portion of that flight is listed in Section 4. This details the agencies and frequency nominated and should be strictly adhered to. If it becomes necessary to deviate from this, for example ATS unit unserviceability, the UK Flight Monitor onboard is to be informed immediately on R/T. Nominated ATS control agencies are to be fully conversant with '20221031 AR/ATC Instruction for Open Skies' which gives detailed ATC instructions for handling Open Skies aircraft, a copy of this is available on request from AROps@caa.co.uk (Attention AO3).

SECTION 3: CHART EXTRACTS

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

Chart 1 – Route 1 27 Feb PM

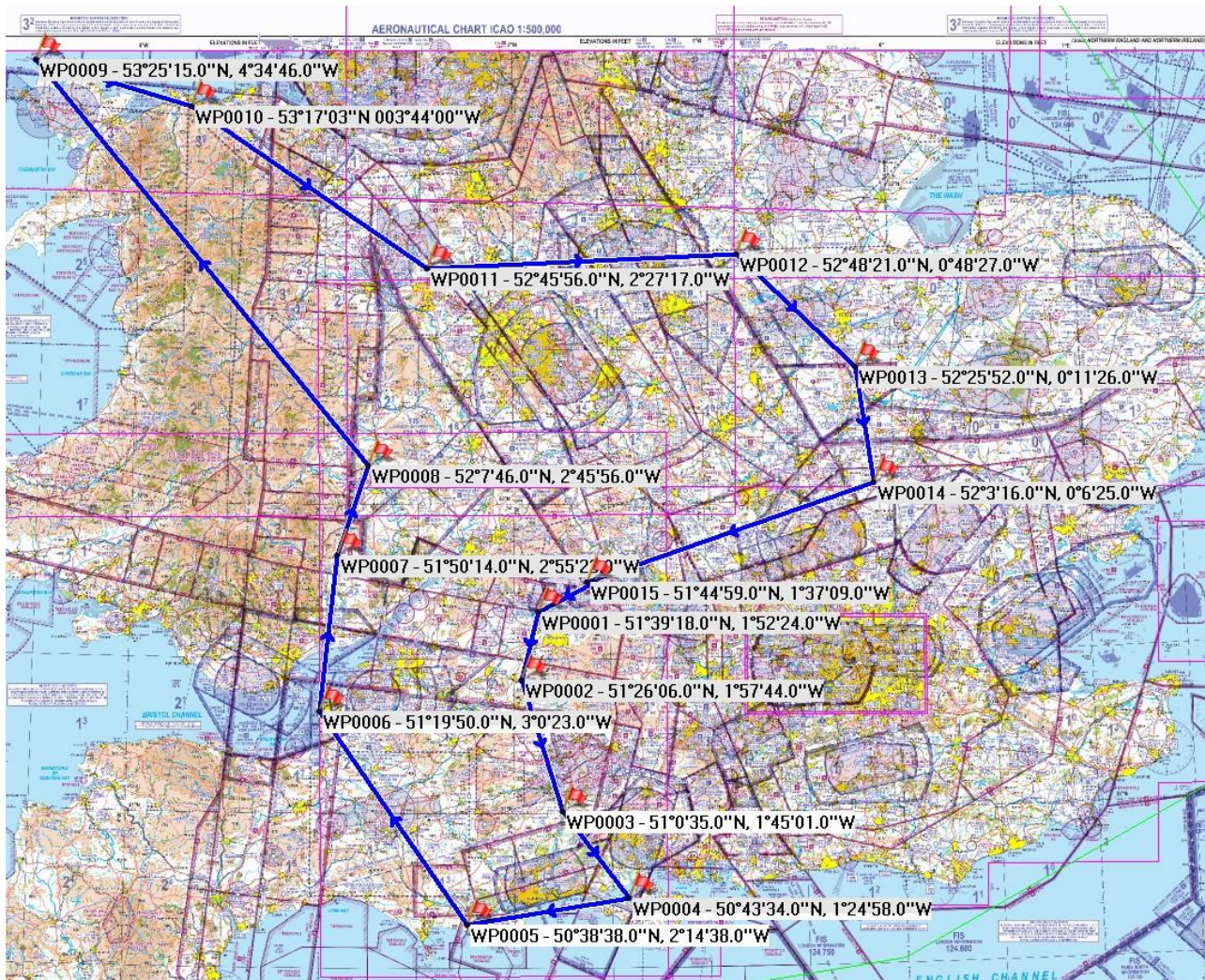


Chart 2 – Route 2 28 Feb AM

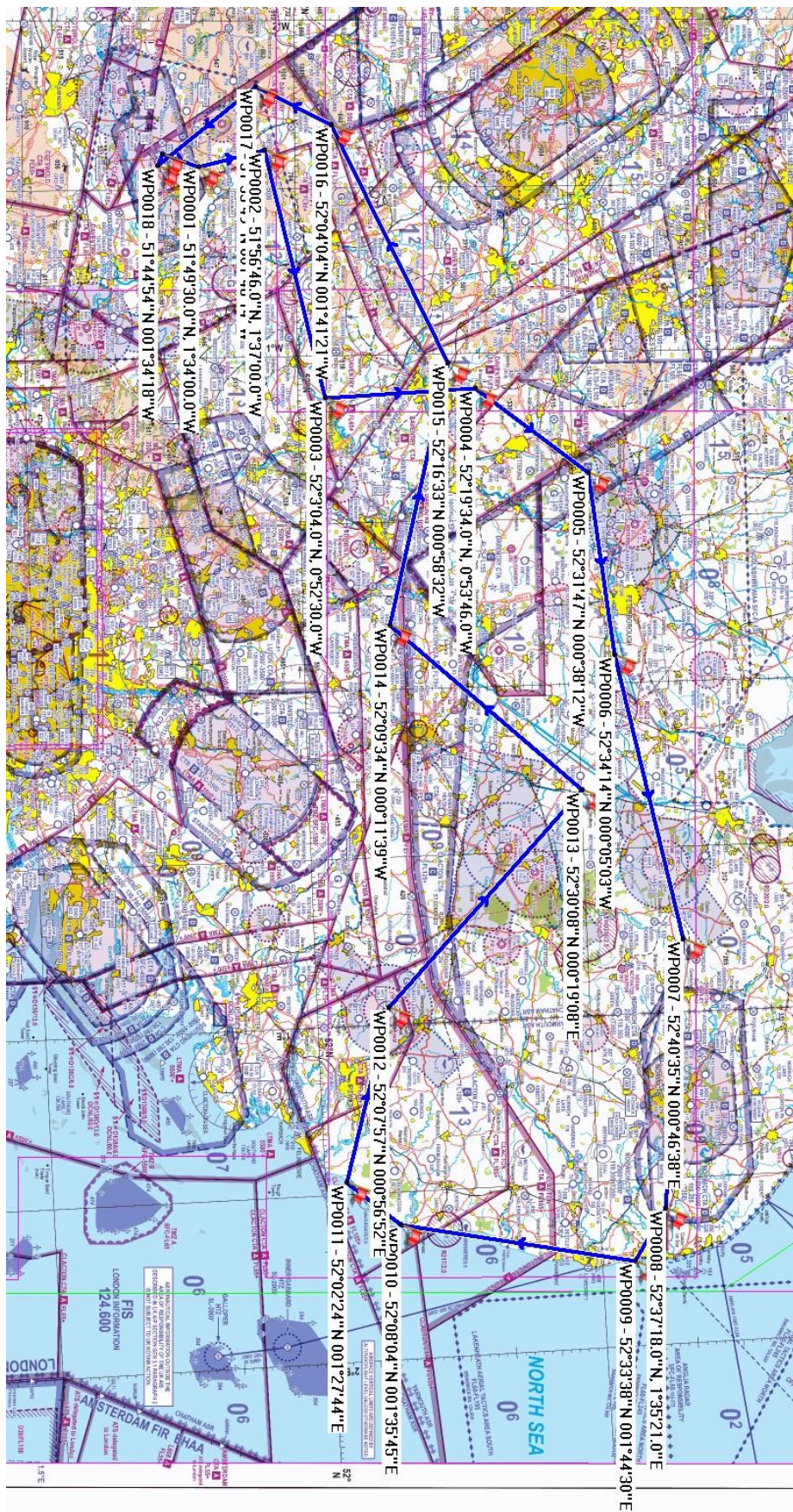
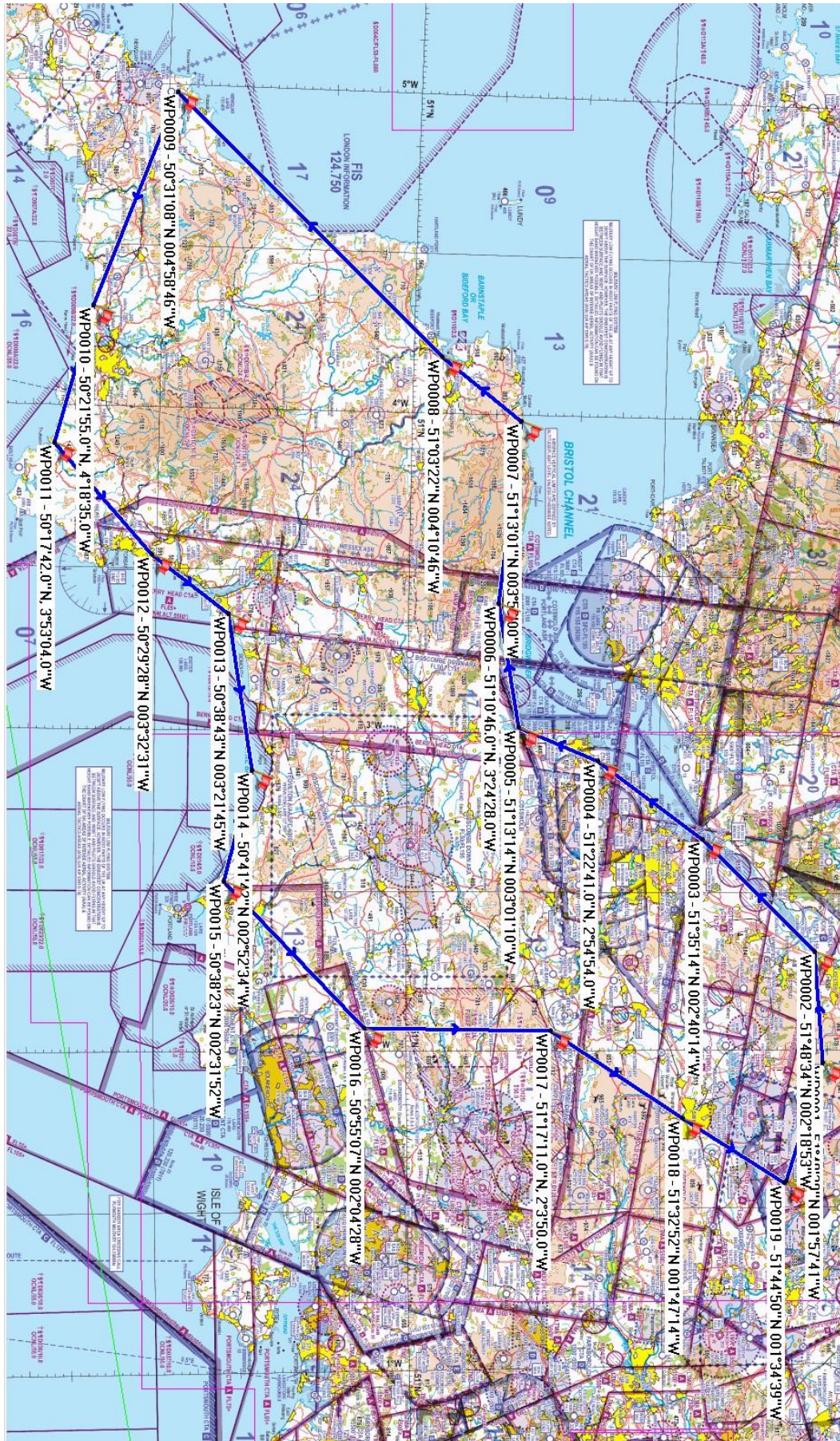


Chart 3 – Route 3 28 Feb PM



SECTION 4: NOTIFIED ROUTINGS, AGENCIES AND FREQUENCIES**Route 1****30. List of WP and ALT / FL:**

| WP No. | Latitude | Longitude | Estimated Mission Time UTC | Desired Alt/FL | |
|--------|------------|-------------|----------------------------------|----------------|----------------------------------|
| BZN | 51 45 00 N | 001 35 02 W | 13:00:00 | SFC-FL160 | Depart and climb in the overhead |
| BZN | 51 45 00 N | 001 35 02 W | 13:15:00 | SFC-FL160 | Climb in the overhead |
| 1 | 51 39 18 N | 001 52 24 W | 13:18:33 | FL160 | |
| 2 | 51 26 06 N | 001 57 44 W | 13:22:32 | FL160 | |
| 3 | 51 00 35 N | 001 45 01 W | 13:30:22 | FL160 | |
| 4 | 50 43 34 N | 001 24 58 W | 13:36:34 | FL160 | |
| 5 | 50 38 38 N | 002 14 38 W | 13:45:54 | FL160 | |
| 6 | 51 19 50 N | 003 00 23 W | 14:04:36 | FL160 | |
| 7 | 51 50 14 N | 002 55 23 W | 14:13:33 | FL160 | |
| 8 | 52 07 46 N | 002 45 56 W | 14:18:57 | FL160 | |
| 9 | 53 25 15 N | 004 34 46 W | 14:48:43 | FL180 | Left hand loop turn @ waypoint 9 |
| 10 | 53 17 03 N | 003 44 00 W | 15:01:54 | FL160 | |
| 11 | 52 45 56 N | 002 27 17 W | 15:18:11 | FL170 | |
| 12 | 52 48 21 N | 000 48 27 W | 15:35:42 | FL160 | |
| 13 | 52 25 52 N | 000 11 26 W | 15:45:00 | FL160 | |
| 14 | 52 03 16 N | 000 06 25 W | 15:51:41 | FL160 | |
| 15 | 51 45 00 N | 001 35 02 W | 16:08:33 | FL160 | |

31. **Communications Card – Route 1**

| <u>Contact Point</u> | <u>Control Agency</u> | <u>VHF Freq</u> |
|-----------------------------|------------------------------|------------------------|
| Start / Taxi | Brize Ground | 121.725 MHz |
| Take Off | Brize Tower | 123.725 MHz |
| Climb in Overhead | Brize Approach | 127.250 MHz |
| BZN to WP2 | Swanwick Mil Central | 128.700 MHz |
| WP2-WP7 | Swanwick Mil South West | 135.150 MHz |
| WP7-WP11 | Swanwick Mil West | 133.900 MHz |
| WP11-WP12 | Swanwick Mil Central | 128.700 MHz |
| WP12-WP14 | Swanwick Mil East | 135.275 MHz |
| WP14-WP15 | Swanwick Mil Central | 128.700 MHz |
| WP15-Approach | Brize Director | 133.750 MHz |
| Land | Brize Tower | 123.725 MHz |
| Taxi / Shutdown | Brize Ground | 121.725 MHz |

Route 2**32. List of WP and ALT / FL:**

| Leg No. | TP Latitude | TP Longitude | Estimated Mission Time | Desired Alt/FL m/ft | |
|---------|-------------|--------------|------------------------|---------------------|----------------------------------|
| BZN | 51 45 00 N | 001 35 02 W | 10:30:00 | SFC-FL160 | Depart and climb in the overhead |
| | | | | | |
| BZN | 51 45 00 N | 001 35 02 W | 10:45:00 | SFC-FL160 | Climb in the overhead |
| | | | | | |
| 1 | 51 49 30 N | 001 34 00 W | 10:46:19 | FL160 | |
| | | | | | |
| 2 | 51 56 46 N | 001 37 00 W | 10:48:31 | FL160 | |
| | | | | | |
| 3 | 52 03 04 N | 000 52 30 W | 11:00:45 | FL160 | |
| | | | | | |
| 4 | 52 19 34 N | 000 53 46 W | 11:05:35 | FL160 | |
| | | | | | |
| 5 | 52 31 47 N | 000 38 12 W | 11:10:06 | FL160 | |
| | | | | | |
| 6 | 52 34 14 N | 000 05 03 W | 11:16:03 | FL160 | |
| | | | | | |
| 7 | 52 40 35 N | 000 46 38 E | 11:25:25 | FL160 | |
| | | | | | |
| 8 | 52 37 18 N | 001 35 21 E | 11:34:07 | FL160 | |
| | | | | | |
| 9 | 52 33 38 N | 001 44 30 E | 11:36:04 | FL150 | |
| | | | | | |
| 10 | 52 08 04 N | 001 35 45 E | 11:47:43 | FL150 | |
| | | | | | |
| 11 | 52 02 24 N | 001 27 44 E | 11:49:55 | FL150 | |
| | | | | | |
| 12 | 52 07 57 N | 000 56 52 E | 11:55:42 | FL160 | |
| | | | | | |
| 13 | 52 30 08 N | 000 19 08 E | 12:05:04 | FL160 | |
| | | | | | |
| 14 | 52 09 34 N | 000 11 39 W | 12:13:13 | FL160 | |
| | | | | | |
| 15 | 52 16 33 N | 000 58 32 W | 12:21:53 | FL160 | |
| | | | | | |
| 16 | 52 04 04 N | 001 41 21 W | 12:30:32 | FL160 | |
| | | | | | |
| 17 | 51 55 49 N | 001 48 14 W | 12:33:06 | FL160 | |
| | | | | | |
| 18 | 51 45 00 N | 001 35 02 W | 12:37:04 | FL160 | |
| | | | | | |

33. **Communications Card – Route 2**

| <u>Contact Point</u> | <u>Control Agency</u> | <u>VHF Freq</u> |
|---|------------------------------|------------------------|
| Start / Taxi | Brize Ground | 121.725 MHz |
| Take Off | Brize Tower | 123.725 MHz |
| Climb in Overhead | Brize Approach | 127.250 MHz |
| BZN-WP5 | London Control | 121.030 MHz |
| WP5- midpoint between WP9 and WP10 | Swanwick Mil East | 135.275 MHz |
| Midpoint between WP9 and WP10 – just after WP12 | London Control | 121.230 MHz |
| Just after WP12-just before WP14 | Swanwick Mil East | 135.275 MHz |
| Just before WP14-WP18 | London Control | 130.925 MHz |
| Approach | Brize Director | 133.750 MHz |
| Land | Brize Tower | 123.725 MHz |
| Taxi / Shutdown | Brize Ground | 121.725 MHz |

Route 3**34. List of WP and ALT / FL:**

| Leg No. | TP Latitude | TP Longitude | Estimated Mission Time | Desired Alt/FL m/ft | |
|---------|-------------|--------------|------------------------|---------------------|----------------------------------|
| BZN | 51 45 00 N | 001 35 02 W | 15:00:00 | SFC-FL160 | Depart and climb in the overhead |
| | | | | | |
| BZN | 51 45 00 N | 001 35 02 W | 15:15:00 | SFC-FL160 | Climb in the overhead |
| | | | | | |
| 1 | 51 49 29 N | 001 57 41 W | 15:19:18 | FL160 | |
| | | | | | |
| 2 | 51 48 34 N | 002 18 53 W | 15:23:09 | FL160 | |
| | | | | | |
| 3 | 51 35 14 N | 002 40 14 W | 15:28:38 | FL150 | |
| | | | | | |
| 4 | 51 22 41 N | 002 54 54 W | 15:33:11 | FL160 | |
| | | | | | |
| 5 | 51 13 14 N | 003 01 10 W | 15:36:11 | FL150 | |
| | | | | | |
| 6 | 51 10 46 N | 003 24 28 W | 15:40:31 | FL160 | |
| | | | | | |
| 7 | 51 13 01 N | 003 59 00 W | 15:46:53 | FL170 | |
| | | | | | |
| 8 | 51 03 22 N | 004 58 46 W | 15:58:13 | FL160 | |
| | | | | | |
| 9 | 50 31 08 N | 004 58 46 W | 16:07:39 | FL150 | |
| | | | | | |
| 10 | 50 21 55 N | 004 18 35 W | 16:15:36 | FL160 | |
| | | | | | |
| 11 | 50 17 42 N | 003 53 04 W | 16:20:32 | FL160 | |
| | | | | | |
| 12 | 50 29 28 N | 003 32 31 W | 16:25:41 | FL160 | |
| | | | | | |
| 13 | 50 38 43 N | 003 21 45 W | 16:29:03 | FL160 | |
| | | | | | |
| 14 | 50 41 42 N | 002 52 34 W | 16:34:32 | FL160 | |
| | | | | | |
| 15 | 50 38 23 N | 002 31 52 W | 16:38:30 | FL150 | |
| | | | | | |
| 16 | 50 55 07 N | 002 04 28 W | 16:45:33 | FL160 | |
| | | | | | |
| 17 | 51 17 11 N | 002 03 50 W | 16:52:00 | FL160 | |
| | | | | | |
| 18 | 51 32 52 N | 001 47 14 W | 16:57:30 | FL160 | |
| | | | | | |
| 19 | 51 45 00 N | 001 35 02 W | 17:01:42 | FL160 | |
| | | | | | |

35. Communications Card – Route 3.

| <u>Contact Point</u> | <u>Control Agency</u> | <u>VHF Freq</u> |
|------------------------------------|-------------------------|-----------------|
| Start / Taxi | Brize Ground | 121.725 MHz |
| Take Off | Brize Tower | 123.725 MHz |
| Climb in Overhead | Brize Approach | 127.250 MHz |
| BZN-midpoint between WP2 and WP3 | Swanwick Mil West | 128.700 MHz |
| Midpoint between WP2 and WP3 – WP3 | London Control | 134.755 MHz |
| WP3-WP6 | Cardiff | 125.855 MHz |
| WP6-WP19 | Swanwick Mil South West | 135.150 MHz |
| Approach | Brize Director | 133.750 MHz |
| Land | Brize Tower | 123.725 MHz |
| Taxi / Shutdown | Brize Ground | 121.725 MHz |