

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



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

|              |     |            |            |
|--------------|-----|------------|------------|
| AR-2025-6453 | 1.0 | 21/08/2025 | 13/08/2025 |
|--------------|-----|------------|------------|

Civil Aviation Authority

**TV RELAY****European Rally Championship UK 2025 (Aerosotravia)****NDS****Subject to NOTAM: No****Date(s) of activity/Validity:**5<sup>th</sup>– 7<sup>th</sup> September 25**Times - ALL TIMES UTC**

See Section 2

**Vertical Limits:**

FL210 – FL280 (Optimum FL270)

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

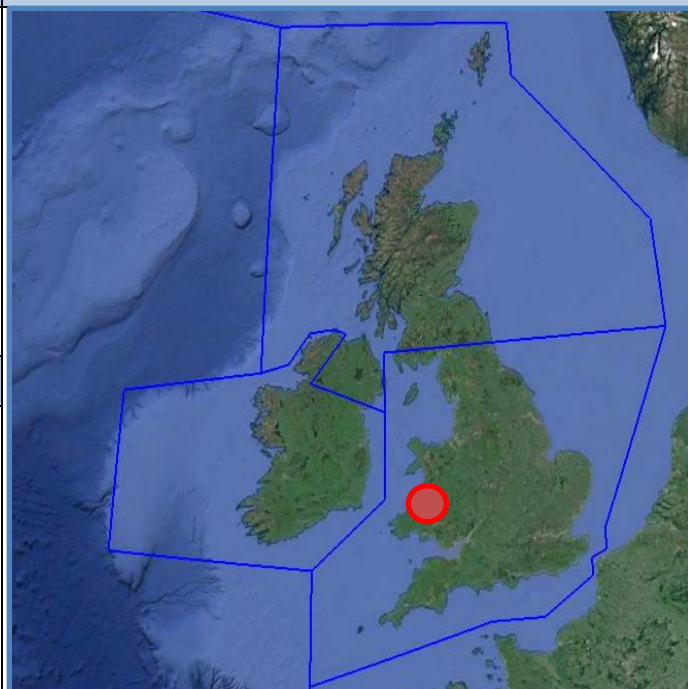
Tactically Issued by ATC

**Aircraft Details:**
 Type: B200  
 Callsign: ASR991
**NDS Approved:****Yes – Subject to the conditions in section 2****Event Sponsor(s):**

European Rally Championship UK 2025

**Aircraft Operator(s):**
 Aerosotravia  
 Aéroport de Melun-Villaroche  
 FR77550  
 Reau  
 France  
 +33 (0) 1 60 59 22 22  
[ops@aerosotravia.com](mailto:ops@aerosotravia.com)
**ATS Units/****Controlling Agencies:**

|                              |              |
|------------------------------|--------------|
| Swanwick ACC                 | 01489 612420 |
| Swanwick Mil (78 Sqn) – West | 01489 612417 |
| Western Radar                | 01489 585511 |

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

|          |              |
|----------|--------------|
| D202 B/C | 01239 813219 |
|----------|--------------|

**Departure/Destination Aerodrome(s)**

EGFF

**ACN Issued by:**

AU7

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

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

15. This ACN details the operating area required to facilitate a live TV signal relay in support of the European Rally Championship Wales UK 2025.

**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. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 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.

18. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst engaged in live TV relay operations from Friday 5<sup>th</sup> September to Sunday 7<sup>th</sup> September only (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers*). At all other times, the flight is CAT Z.

19. The activity is split over three days (all times UTC):

a. Friday 5th September 2025

- i. Dep: LFAC / 0900                      Arr: EGFF / 1130
- ii. Live Broadcast (Shakedown) between 0945 and 1100

b. Saturday 6th September 2025

- i. Dep: EGFF / 0510                      Arr: EGFF / 1135
- ii. Live Broadcast between 0555 and 1105
- iii. Dep: EGFF / 1140                      Arr: EGFF / 1455
- iv. Live Broadcast between 1225 and 1425
- v. Dep: EGFF / 1515                      Arr: EGFF / 1915
- vi. Live Broadcast between 1600 and 1815

c. Sunday 7th September 2025

- i. Dep: EGFF / 0800                      Arr: EGFF / 1130
- ii. Live Broadcast between 0840 and 1100
- iii. Dep: EGFF / 1130                      Arr: LFAC / 1630
- iv. Live Broadcast between 1200 and 1500

20. Whilst on task, the aircraft must maintain within 2.5nm of the ground station (moving along the route), in order to maintain the live TV link. Whilst lateral deviation is not possible, and the requested level is FL270, the aircraft can operate between FL210 and FL280. Changes of level should be requested by ATC with as much notice as possible.

21. **Air Traffic Service (ATS) Provision – Controlled Airspace (CAS).** Access to controlled airspace, is subject to the prevailing traffic situation, controller workload and operational priorities. In all cases, the pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

- a. Swanwick ACC                      Freq – *On request*

- b. Swanwick Mil – West                      Freq – 135.150
- c. Western Radar                              Freq – 132.300

22.     **ATS Provision above FL100.** This service is available to all aircraft flying 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

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

24.     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.

25.     **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.

26.     **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.

27.     **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA (between FL195 and FL240) iaw the UK AIP – ENR 1.1 (Para 5.1.5).



## SECTION 3

### Area of Operation

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

Chart 1 – 500K VFR Chart Overview





**Chart 2 – Satellite overview**

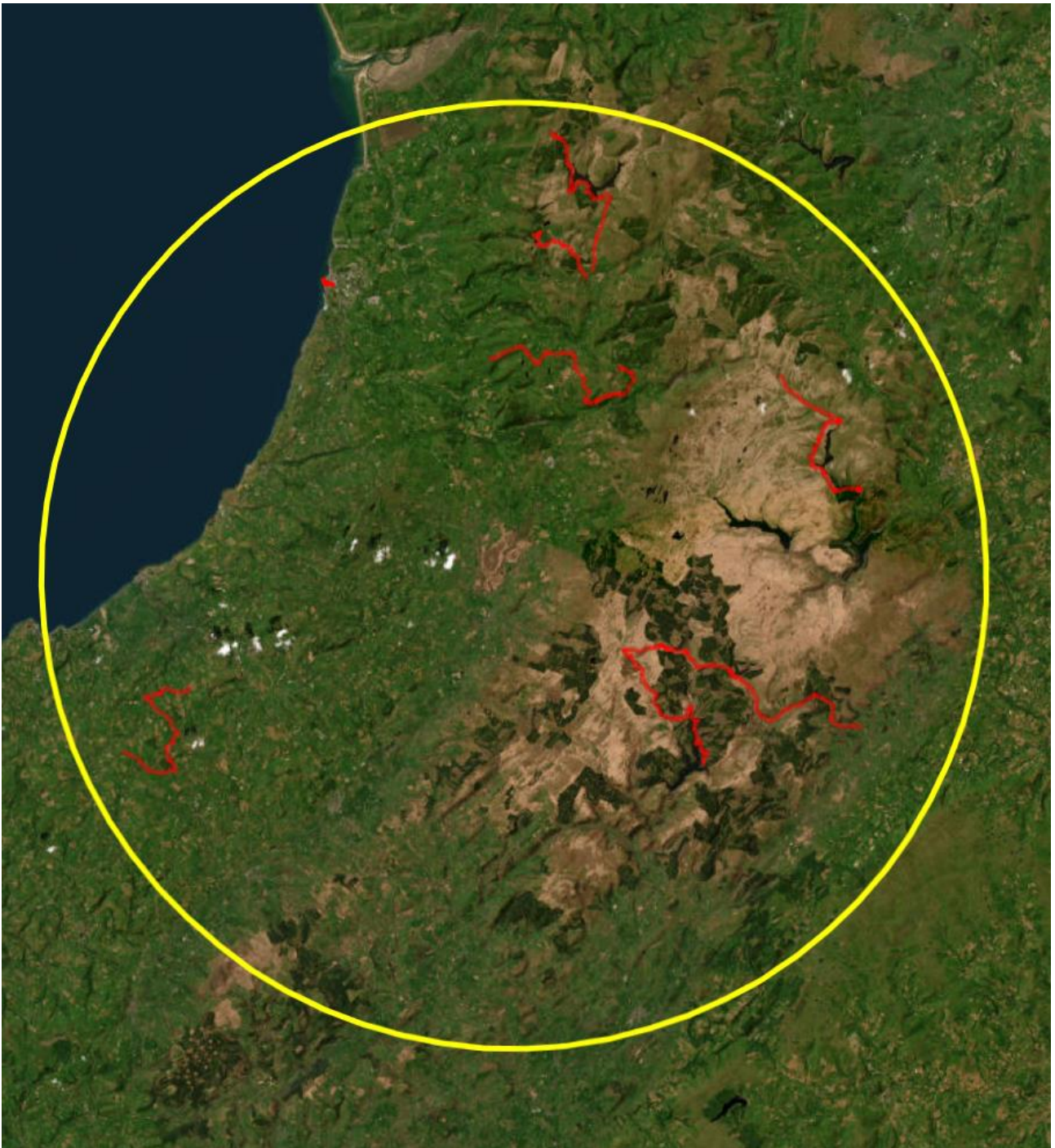








Chart 5 – Cwm Elan



Chart 6 –Y Diafol

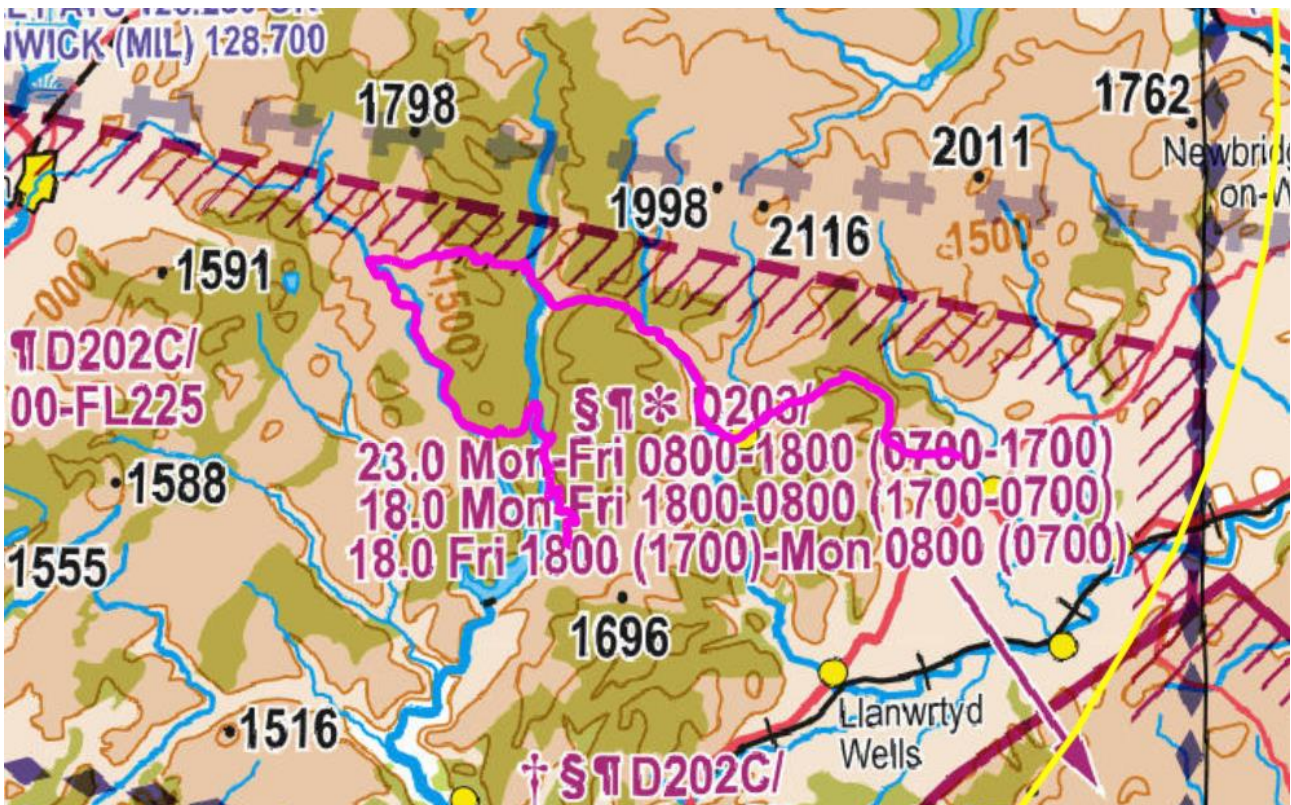




Chart 7 –Mydroilyn

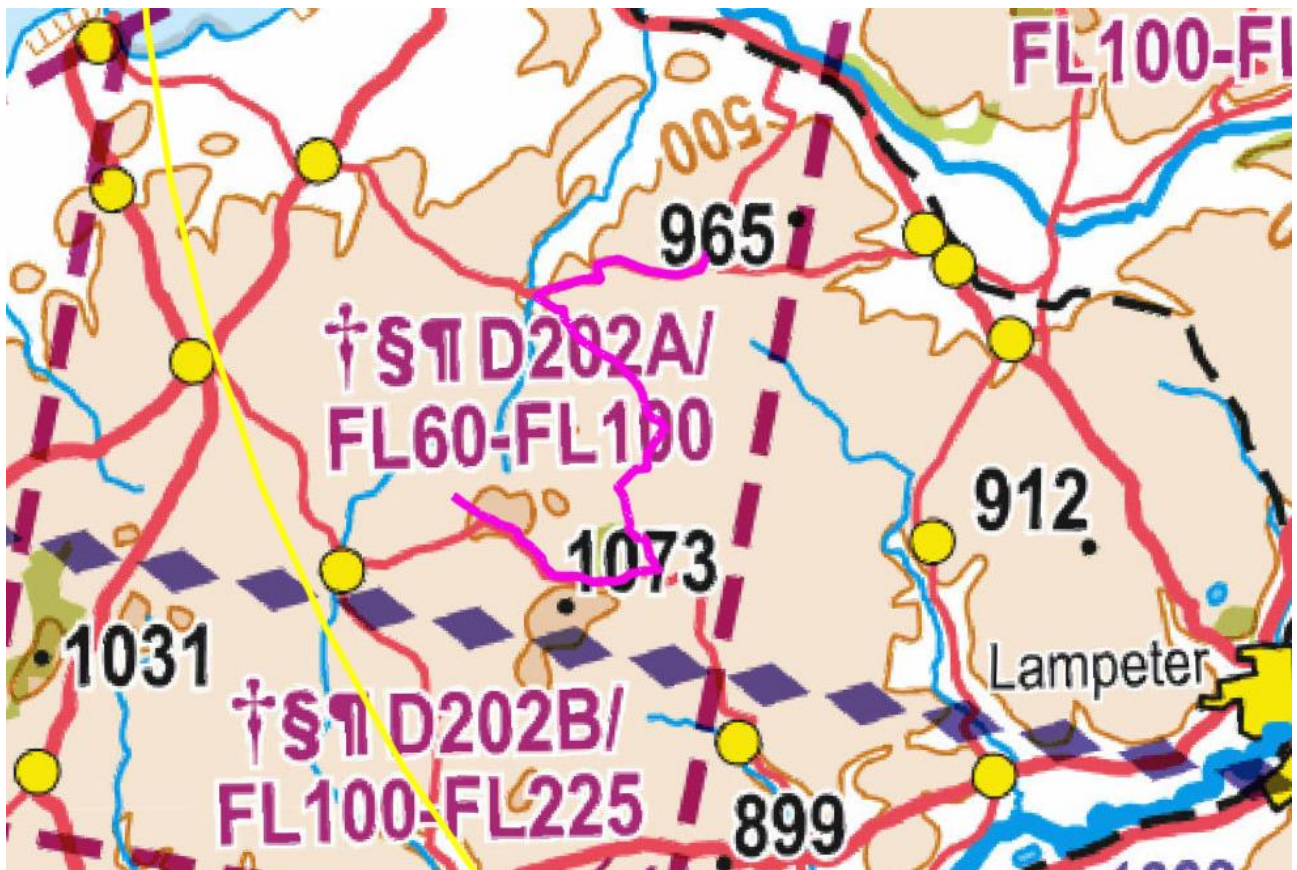


Chart 8 – Nant Y Moch





Chart 9 – Mynnydd Bach

