

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
AR-2025-6649	1.0	01/09/2025	26/08/2025

Civil Aviation Authority

## TV RELAY

### Tour Of Britain 2025 (Aerosotravia)

NDS

**Subject to NOTAM: No****Date(s) of activity/Validity:**2<sup>nd</sup> – 7<sup>th</sup> September 25**Times - ALL TIMES UTC**

See Section 2

**Vertical Limits:**

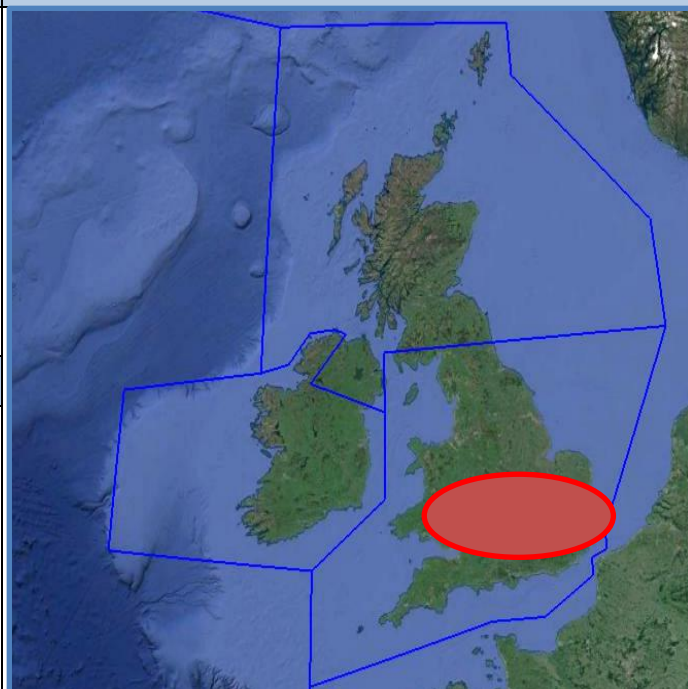
FL 210 - 270

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

Tactically Issued by ATC

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

Tour of Britain

**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  
 For info –  
 Birmingham, Bristol, Cardiff, Lakenheath, Western  
 Radar, Swanwick LTC
**Geographical Limits:****Airspace Reservations:****Departure/Destination Aerodrome(s)**

See section 2

**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 Tour of Britain.

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 Tuesday 2<sup>nd</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 six days (all times UTC):

a. Tuesday 2nd September 2025

i. Dep: LFAT / 0300 Arr: EGSC / 1445

ii. Test and Stage 1 from 0920 - 1415

b. Wednesday 3rd September 2025

i. Dep: EGSC / 0855 Arr: EGSC / 1445

ii. Stage 2 Live Broadcast between 0940 and 1415

c. Thursday 4th September 2025

i. Dep: EGSC / 0925 Arr: EGBE / 1425

ii. Stage 3 Live Broadcast between 1010 and 1355

d. Friday 5th September 2025

i. Dep: EGBE / 0825 Arr: EGFF / 1500

ii. Stage 4 Live Broadcast between 0910 and 1430

e. Saturday 6th September 2025

i. Dep: EGFF / 0925 Arr: EGFF / 1435

ii. Stage 5 Live Broadcast between 1010 and 1405

f. Sunday 7th September 2025

i. Dep: EGFF / 0940 Arr: LFAT / 1515

ii. Stage 6 Live Broadcast between 1025 and 1400

20. **Limitations.** The optimum level is FL270, however the aircraft is able to operate at any level within the band FL210 – FL270. 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. **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*

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 – Stage 1

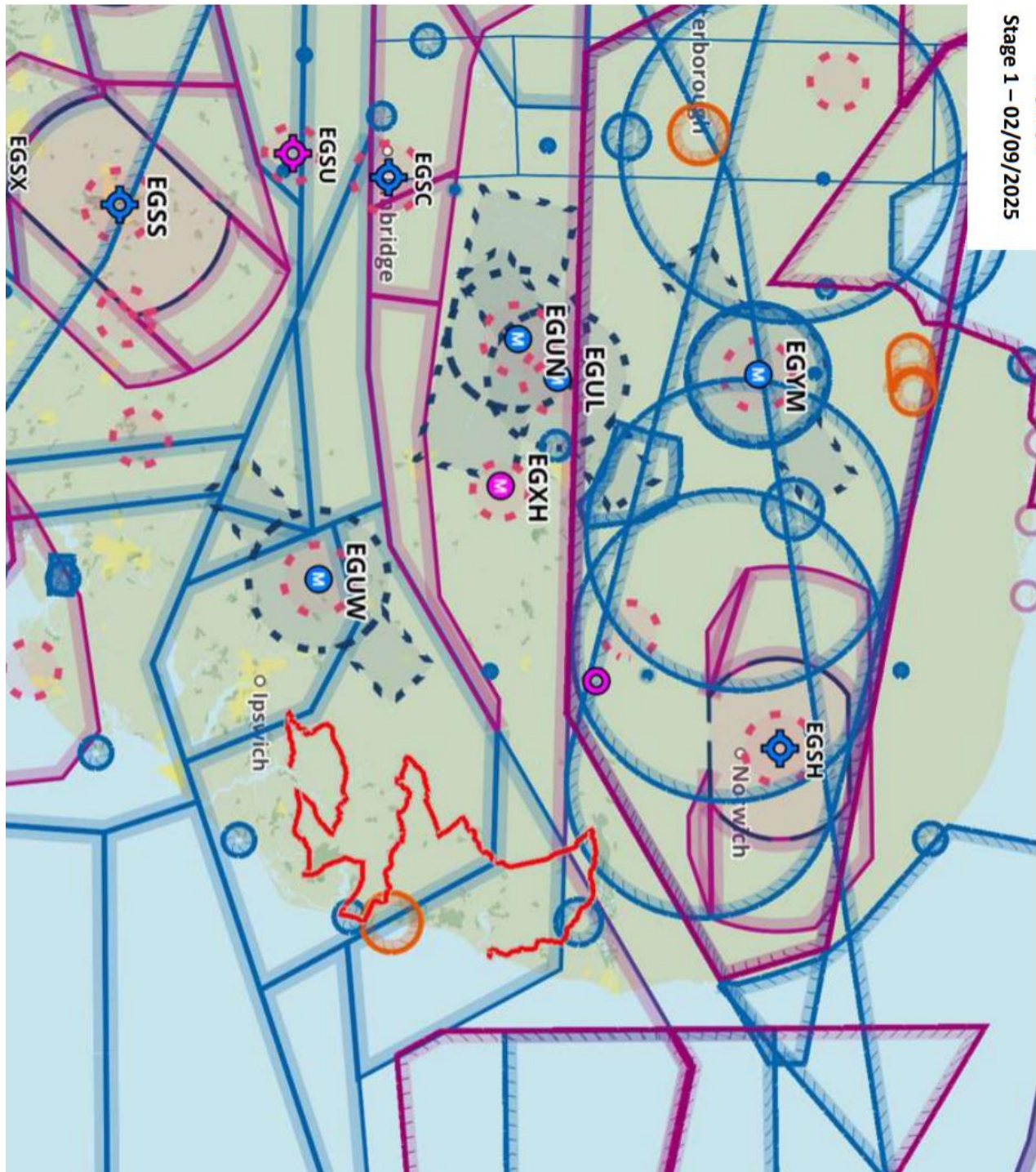
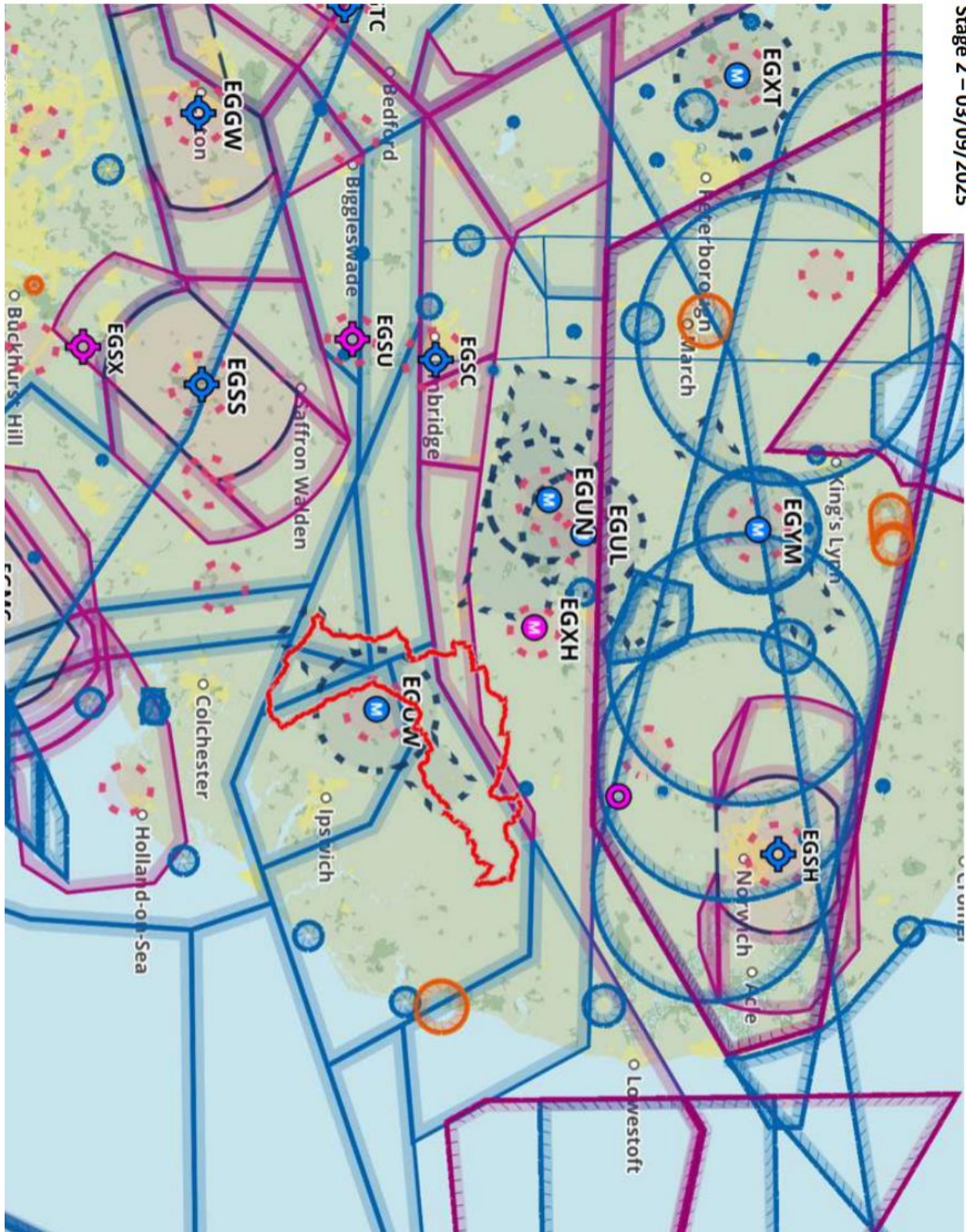




Chart 2 – Stage 2



TOUR OF BRITAIN

ASR291

Stage 2 – 03/09/2025







Chart 4 – Stage 4

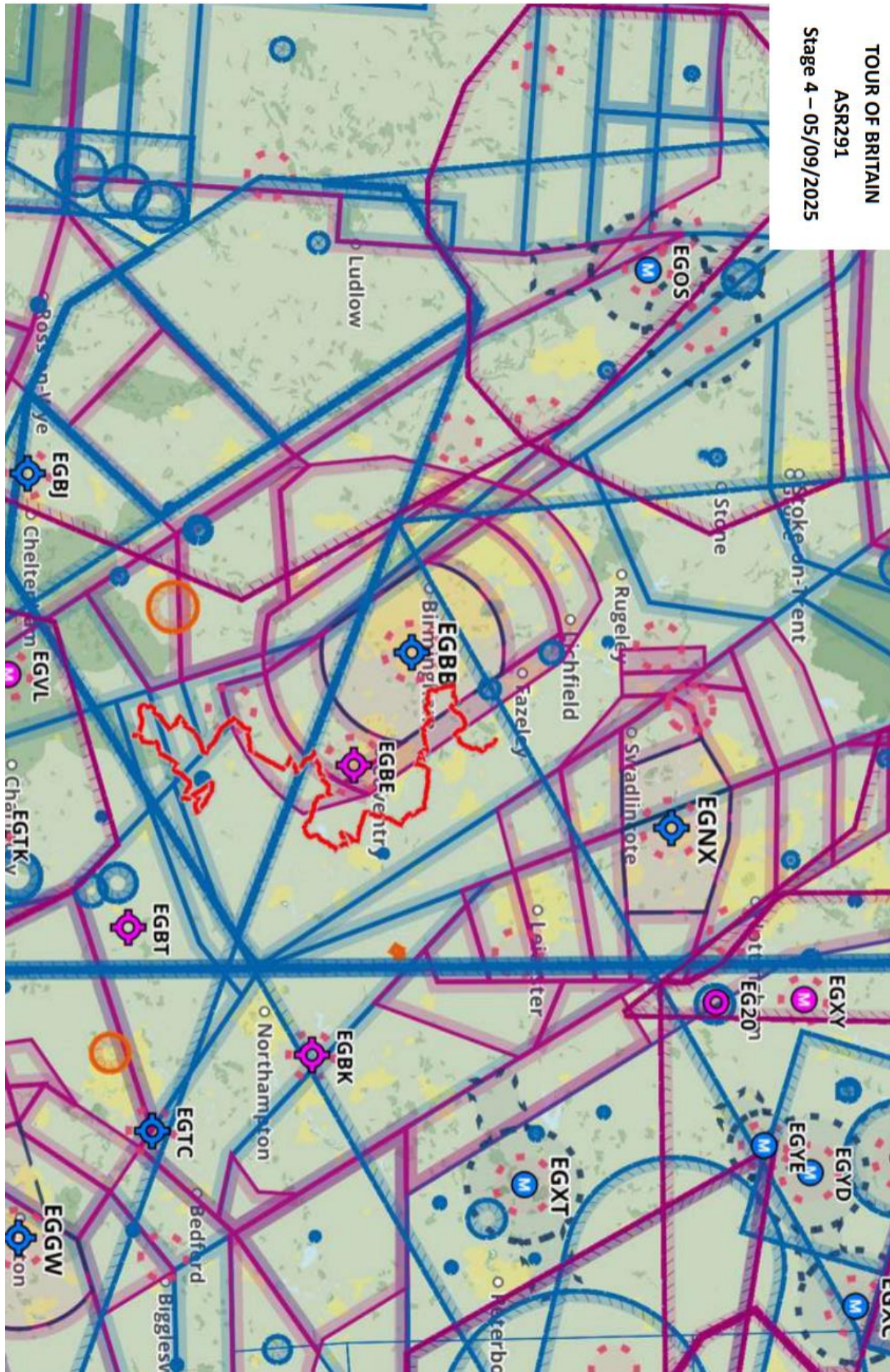




Chart 5 – Stage 5

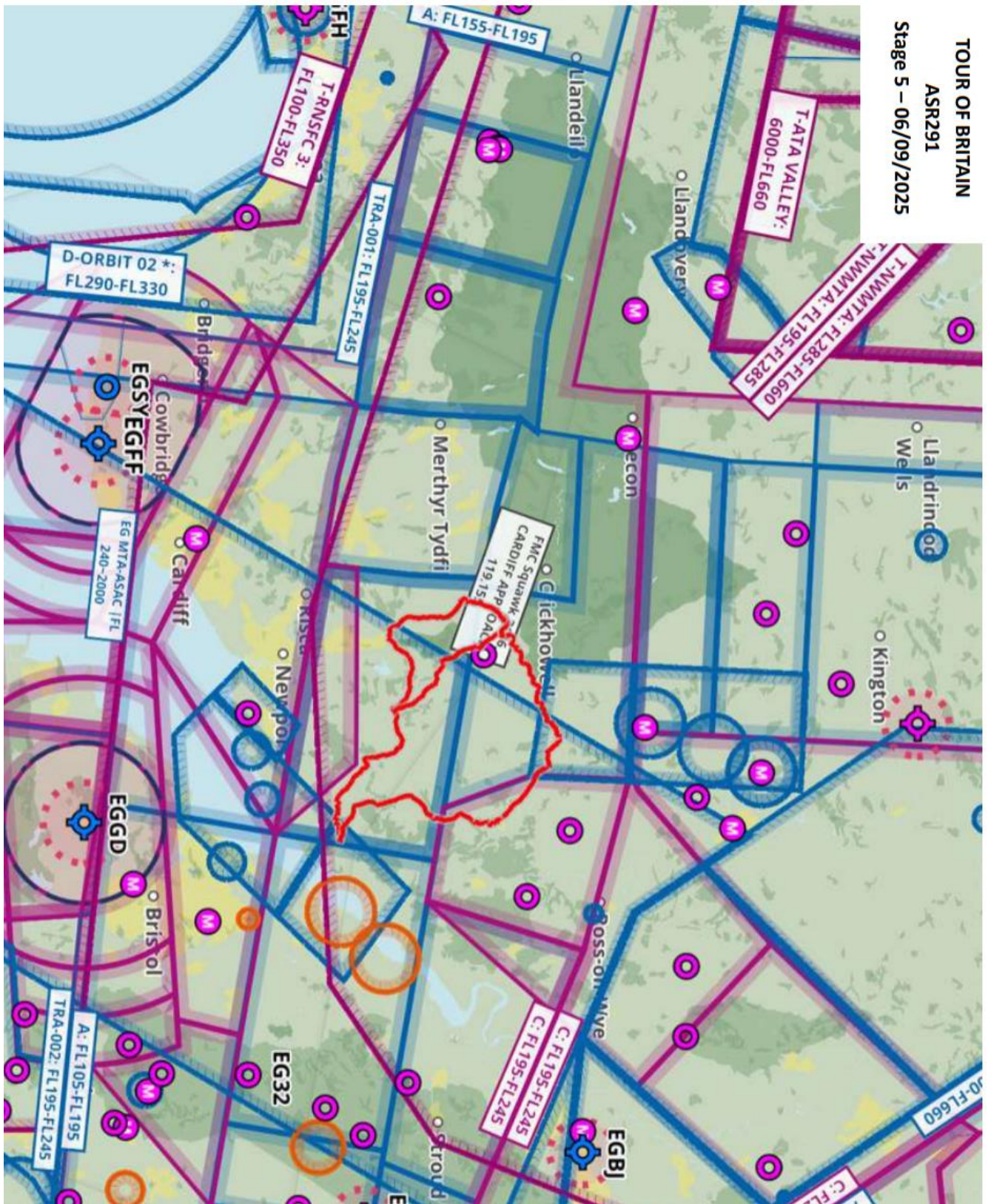




Chart 6 –Stage 6

