AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

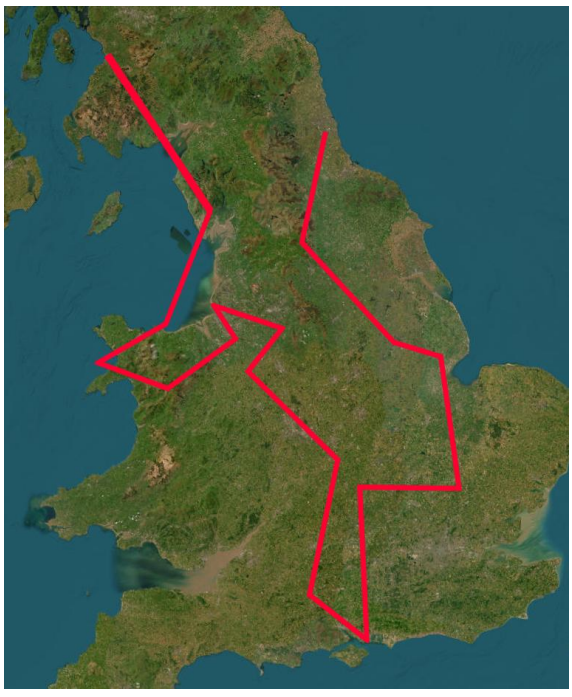
Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2026-10675	1.1	24/11/2026	24/11/2026

OPEN SKIES
OPERATION COCKAIGNE 26

CAT B NDS

Subject to NOTAM: Yes (by Airspace Regulation)

Date(s) of activity/Validity:	Times
25 Nov 26	1115z-1700z
Vertical Limits:	**Allocated Mode 3A (SSR):**
Climb in PWK Overhead SFC-FL120 Route to be flown FL100-120	7007
Aircraft Details:	**NDS Approved:**
Type: A319 Callsign: OSY-16F	**Yes**
Event Sponsor(s):	
JACIG Team Chief (Pre-Flight) 07974 906845 JACIG-OpenSkies@mod.gov.uk During Flight – Swanwick Mil West Supervisor 01489 612417	Southerly Route 25 Nov Dep PWK at approx 1125
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Swanwick Mil Various	
Airspace Reservations:	
Nil	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGPK	AU2

OFFICIAL - Public

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) – AU2
Email: AROps@caa.co.uk

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:

25 Nov – 1115Z Dep for Southerly Route

27 Nov – 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 refers*[1])

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-2026-10675

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. EGTTZFZC 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

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

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

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.** In some cases, a 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 EGPK - Waypoint 8



Chart 2 – Waypoint 8-14

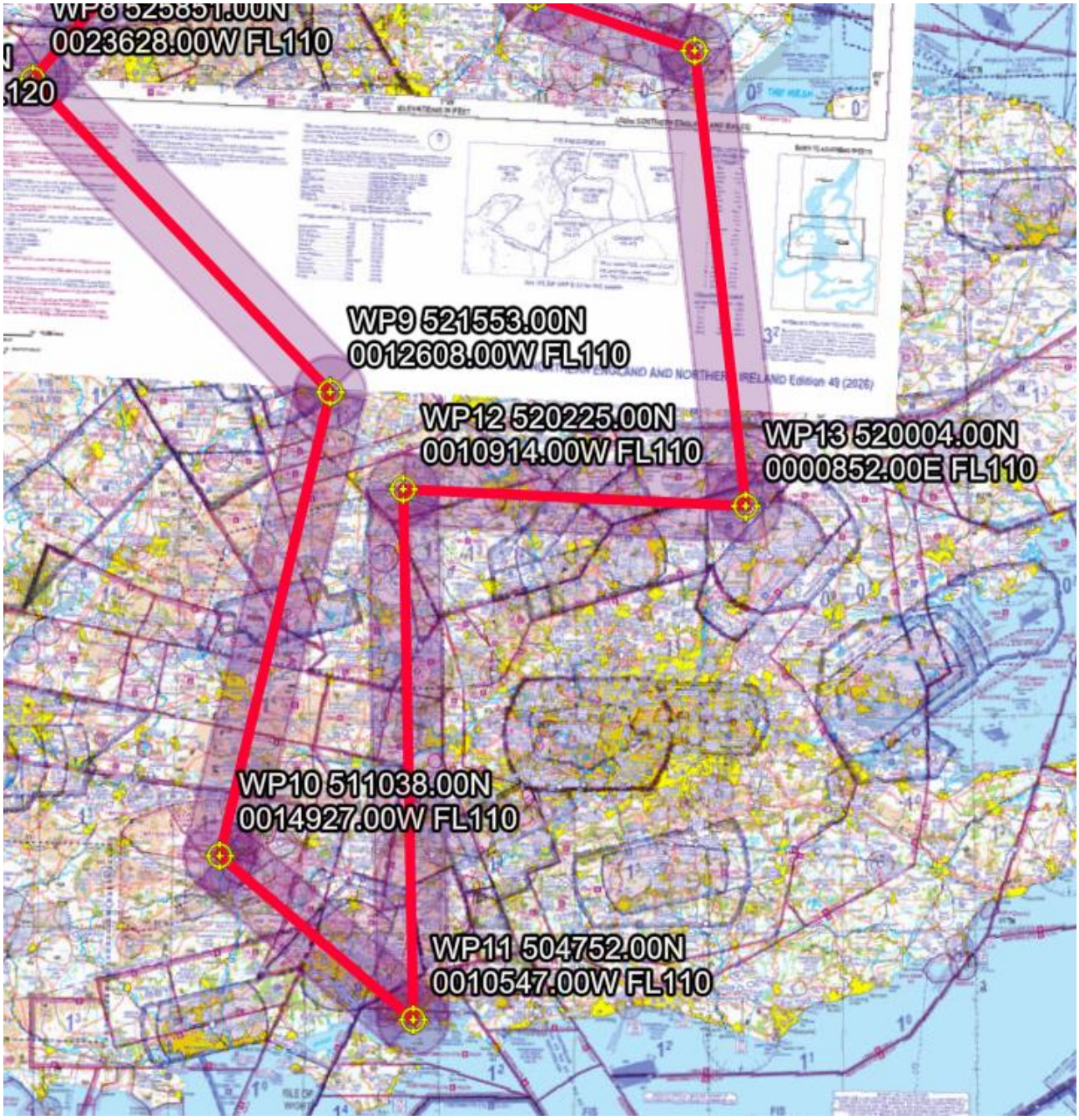
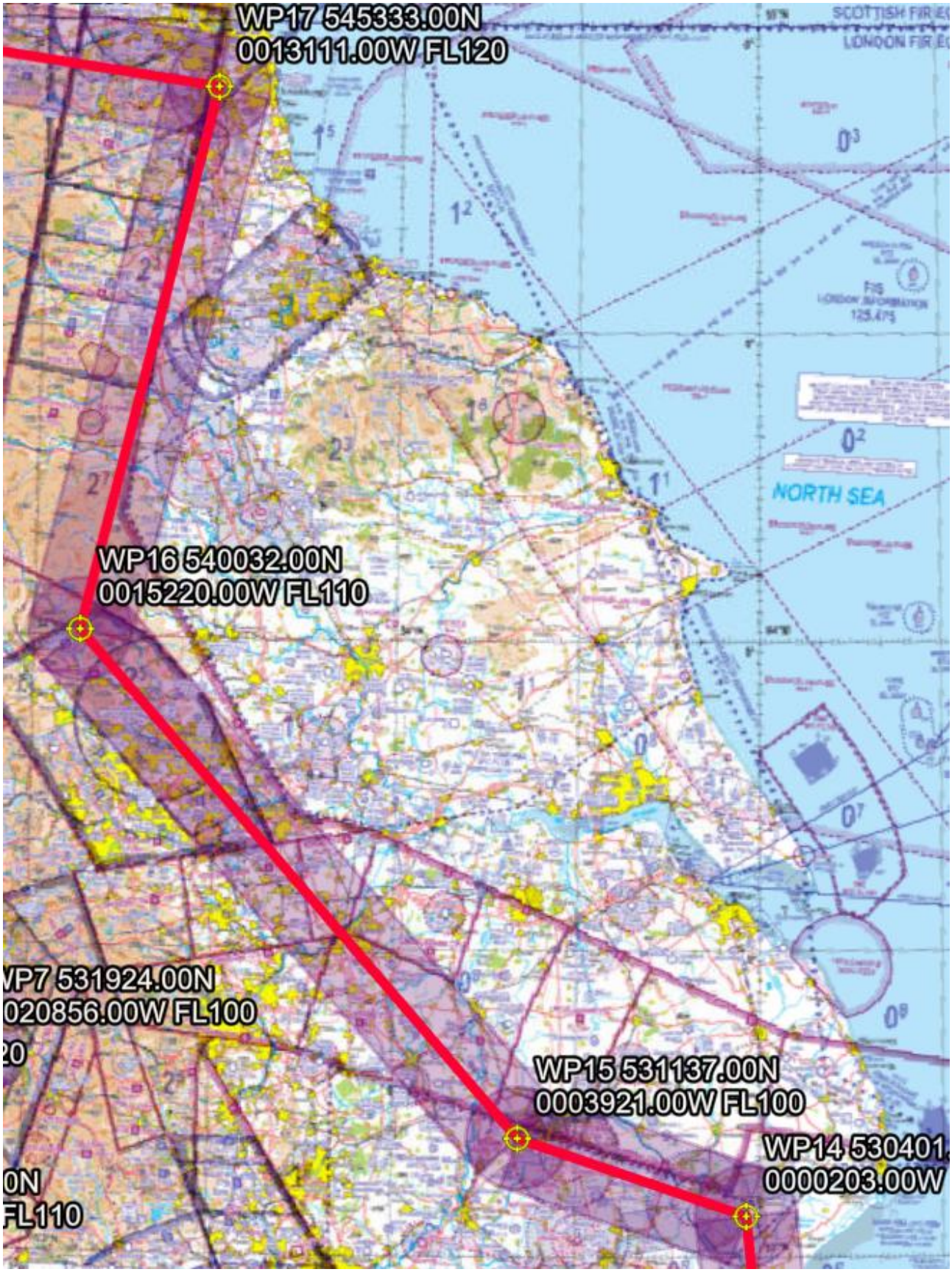


Chart 3 – Waypoint 14-17



SECTION 4: NOTIFIED ROUTINGS, AGENCIES AND FREQUENCIES

Route 1

30. **List of WP and ALT / FL:**

Waypoint No.	TP Latitude DMS	TP Longitude DMS	Estimated Time	Desired Alt/FL ft	
EGPK	55 30 34 N	004 35 40 W	1115		Depart and Climb in the Overhead
EGPK	55 30 34 N	004 35 40 W	1125		Position in the Overhead
WP 1	54 15 58 N	003 07 08 W	1144	FL120	
WP 2	53 21 22 N	003 42 35 W	1157	FL120	
WP 3	53 02 06 N	004 36 08 W	1205	FL120	
WP 4	52 50 26 N	003 40 16 W	1213	FL120	
WP 5	53 14 29 N	002 46 27 W	1221	FL120	
WP 6	53 30 22 N	003 03 45 W	1225	FL100	
WP 7	53 19 24 N	002 08 56 W	1232	FL100	
WP 8	52 58 51 N	002 36 28 W	1238	FL110	
WP 9	52 15 53 N	001 26 08 W	1251	FL110	
WP 10	51 10 38 N	001 49 27 W	1305	FL110	

Waypoint No.	TP Latitude	TP Longitude	Estimated Time	Desired Alt/FL	
WP 11	50 47 52 N	001 05 47 W	1313	FL110	
WP 12	52 02 25 N	001 09 14 W	1328	FL110	
WP 13	52 00 04 N	000 08 52 E	1339	FL110	
WP 14	53 04 01 N	000 02 03 W	1352	FL110	
WP 15	53 11 37 N	000 39 21 W	1357	FL100	
WP 16	54 00 32 N	001 52 20 W	1410	FL110	
WP 17	54 53 33 N	001 31 11 W	1421	FL120	

Note: On completion of Waypoint 17 the aircraft will be used for further training which is not subject to NDS.

31. **Communications Card**

Contact Point	**Control Agency**	**VHF Freq**
Start / Taxi	Prestwick	As Notified
Take Off	Prestwick	As Notified
Climb in Overhead	Prestwick	As Notified
PWK to WP12/13	Swanwick Mil West/Central	As Notified
WP12/13 to WP17	Swanwick Mil East	As Notified
WP17 Northbound for onward tasking	Swanwick Mil	As Notified