

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1359	1.0	11/01/2024	11/01/2024

## RADAR TRIAL NORTH WALES

### CAT Z

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times - ALL TIMES UTC <sup>1</sup>
15 Jan – 31 Dec 24	09:00 – 18:00 (08:00 – 17:00)

Vertical Limits:	Allocated Mode 3A (SSR):
500ft <b>AGL</b> – 10,000ft <b>AGL</b>	Tactically Issued by ATC

Aircraft Details:	NDS Approved:
Type: PA31 Callsign: BROxx	Not Applicable

Event Sponsor(s):	Aircraft Operator(s):
Duty Operations Controller 2Excel Aviation Hangar 3 Doncaster Airport DN9 3GE 01302 230486 <a href="mailto:ops@2excel.uk">ops@2excel.uk</a>	Duty Operations Controller 2Excel Aviation Hangar 3 Doncaster Airport DN9 3GE 01302 230486 <a href="mailto:ops@2excel.uk">ops@2excel.uk</a>

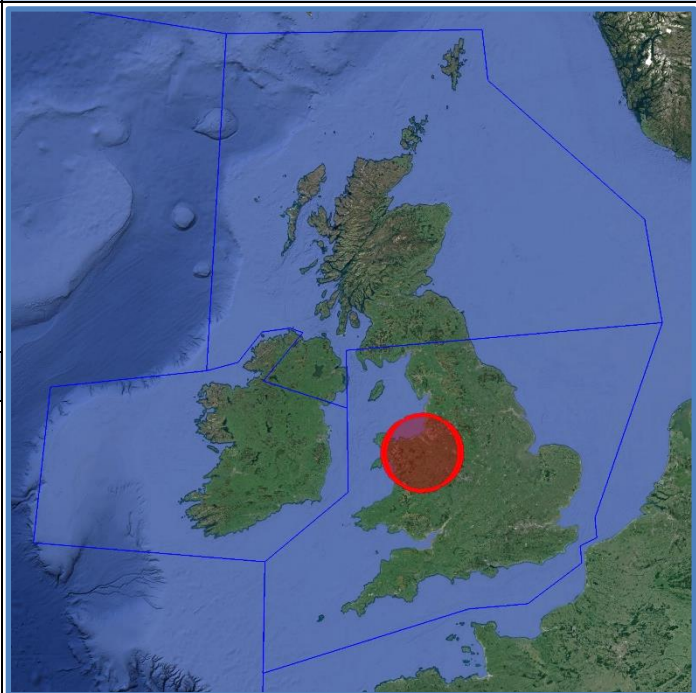
ATS Units/ Controlling Agencies:	Geographical Limits:
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Aberporth	01239 813219
Hawarden	01244 522012
Liverpool	0151 907 1542
Manchester	0161 209 2836
Prestwick ACC	01294 655300
Shawbury	01939 250351 x6202
Valley	01407 762241 x7462
Warton	01772 852392

*Info: Birmingham, Cosford, East Midlands, Sleaf, Swanwick LTC, Swanwick Mil – West, Welshpool*

#### Airspace Reservations:

EG D117 C/I	Llanbedr	01341 241356
EG R311	Capenhurst	SI 1003/2016
NSGA 4	Wales	See Para 26



Departure/Destination Aerodrome(s)	ACN Issued by:
EGBK, EGNJ, EGNR	AS3

<sup>1</sup> **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) – AS3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

15. This ACN details the flight profiles required in support of a radar trial as follows:

a. Llangollen

- i. Mast Position: 530152N 0031052W
- ii. Heights: 500ft, 1,500ft, 3,000ft and 10,000ft **AGL**
- iii. Duration: 8 hours over 2 days – each leg is expected to be flown 6 times
- iv. Radials: 030°, 085°, 150°, 180°, 210°, 240°, 270°, 300°, 310°, 330°
- v. Distance: Up to 80km (43.20nm) from the mast.
- vi. Speed: 90 – 145 KIAS
- vii. Remarks: Radial 030° the lowest priority

16. **This ACN replaces ACN 2023-01-0049.**

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 categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority. Subject to the prevailing traffic conditions on the day, there may be level restrictions, or the aircraft may be provided vectors / requested to hold to allow most efficient use of airspace.

19. **Altitudes.** Whilst the sponsor has requested heights AGL, for Air Traffic Service (ATS) requirements, this may need to be flown AMSL. The pilot is responsible for making any required conversions and maintaining the assigned altitudes. Any deviation is not to be made without the prior approval of ATC.

20. **Radials.** Whilst the sponsor has requested to operate on the radials listed above, due to the altitude and potential interaction with IFR operations inside CAS, they should be aware that **significant delays may be expected<sup>2</sup>, and the flight may be terminated by ATC at any point.**

21. The pilot is responsible for informing ATC of the preferred radial, height/altitude and expected distance required along the radial.

22. **ATS Provision – Outside CAS.** The trial is within the coverage of the following units:

a. Aberporth	120.835 MHz	210° / 240° / 270°
b. Hawarden	120.055 MHz	030° / 240° / 300° / 310°
c. Shawbury	133.150 MHz	085° / 150° / 180° / 210° / 240°
d. Valley	125.225 MHz	240° / 270° / 300° / 310° / 330°
e. Warton	129.530 MHz	030° / 300° / 330°

<sup>2</sup> Especially within the Daventry CTAs & Manchester TMA.

23. Availability of a service from an ATS unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM.

24. **EG R311 - Capenhurst.** Access to the airspace surrounding Capenhurst is subject to [SI 1003/2016](#): *The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2016* and requires a separate permission from the Civil Aviation Authority. The sponsor is solely responsible for obtaining this permission in advance.

25. **Other Impacted Aerodromes (Outside CAS).** The sponsor shall discuss the planned flight profile with the appropriate ground station in advance of their flight. In addition, when airborne, 2 way RT contact shall be established and maintained as follows:

- a. Notified Instrument Flight Procedures (IFP) exist. At least 10nm from the aerodrome reference point.
- b. Notified IFP does not exist (ATZ Only). Prior to ATZ penetration, ideally 2nm before the ATZ boundary.
- c. Radio Mandatory Zone (RMZ). At least 5nm prior to RMZ boundary.

26. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*

### SECTION 3

#### Area of Operation

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

Chart 1 – Overview

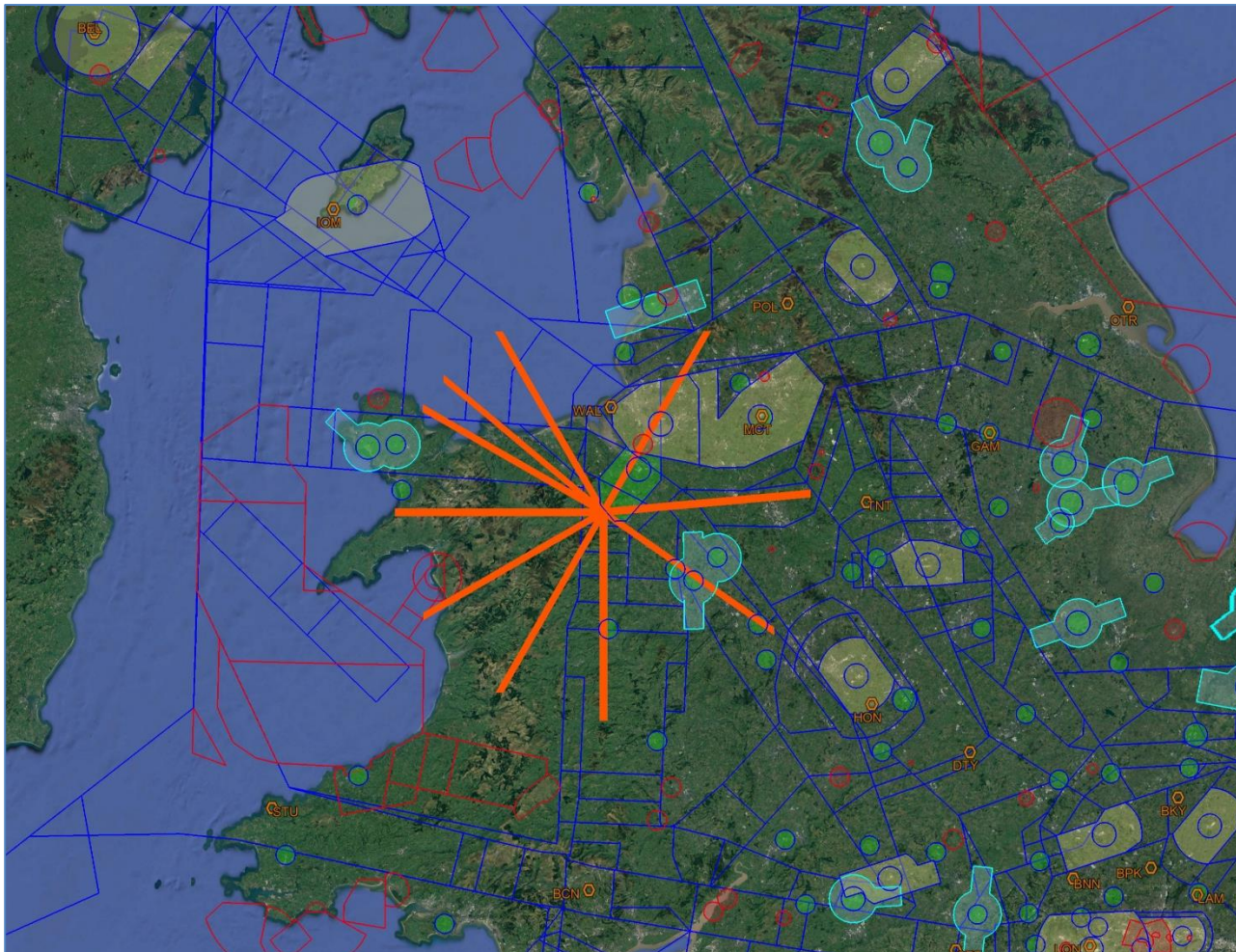
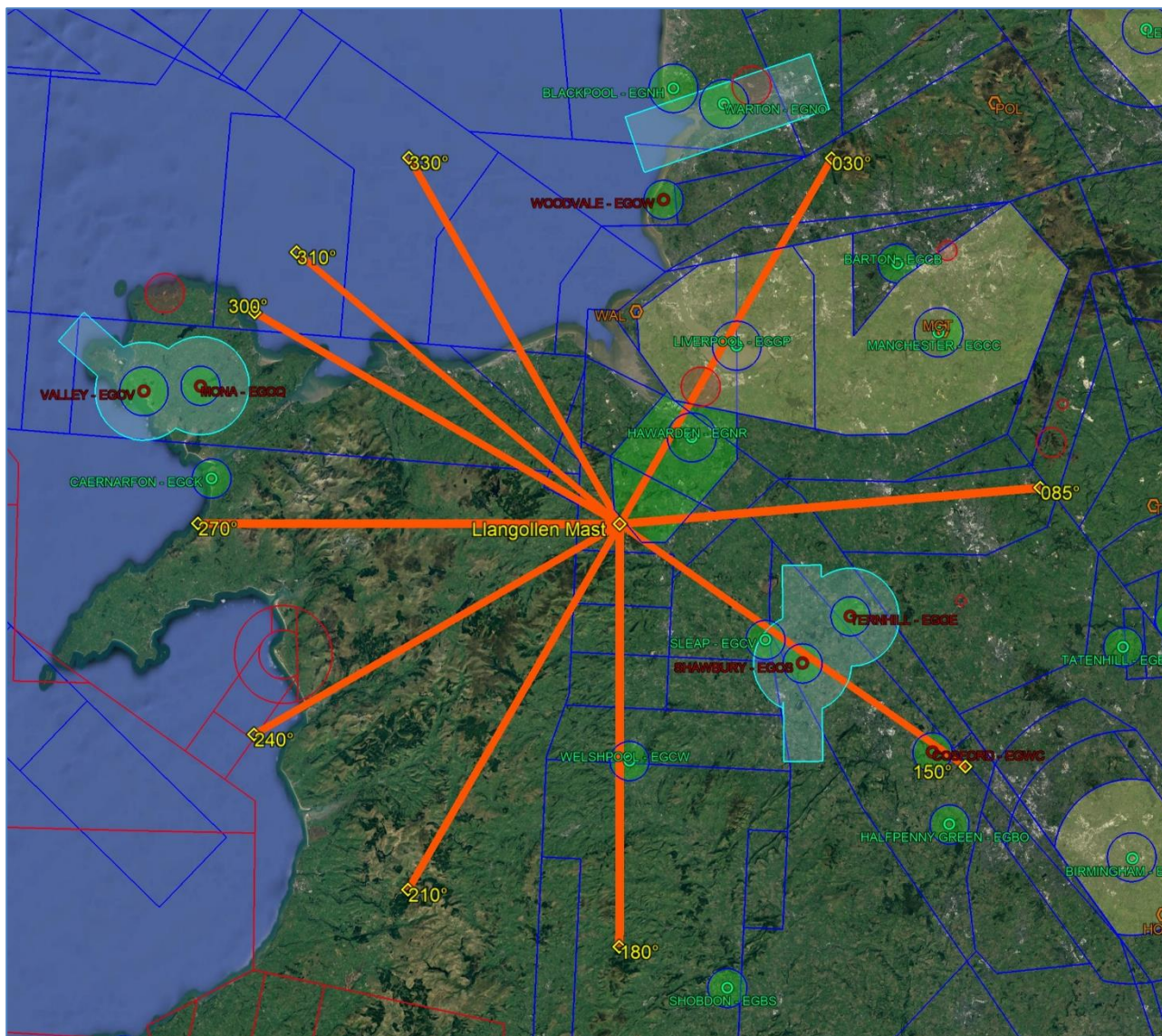
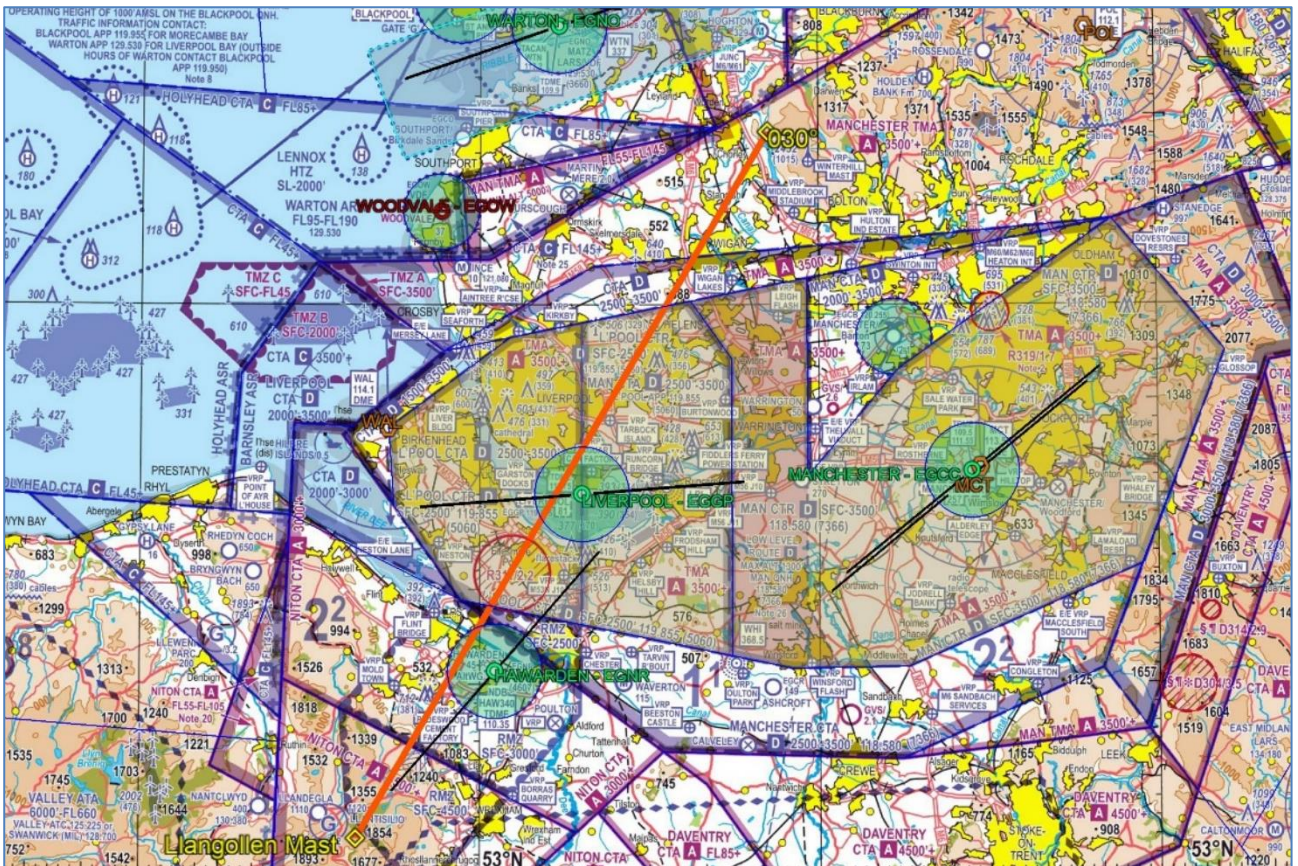
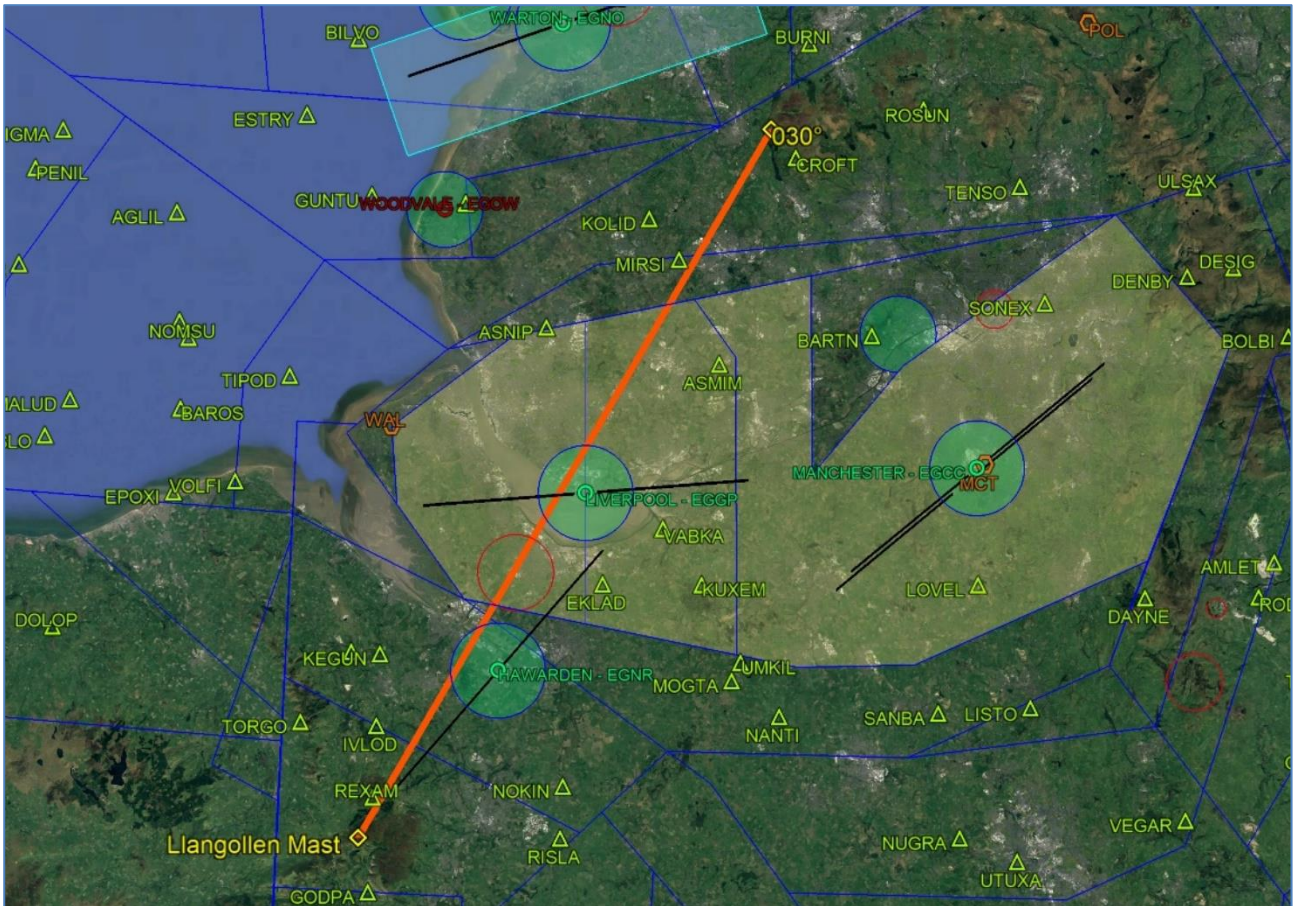


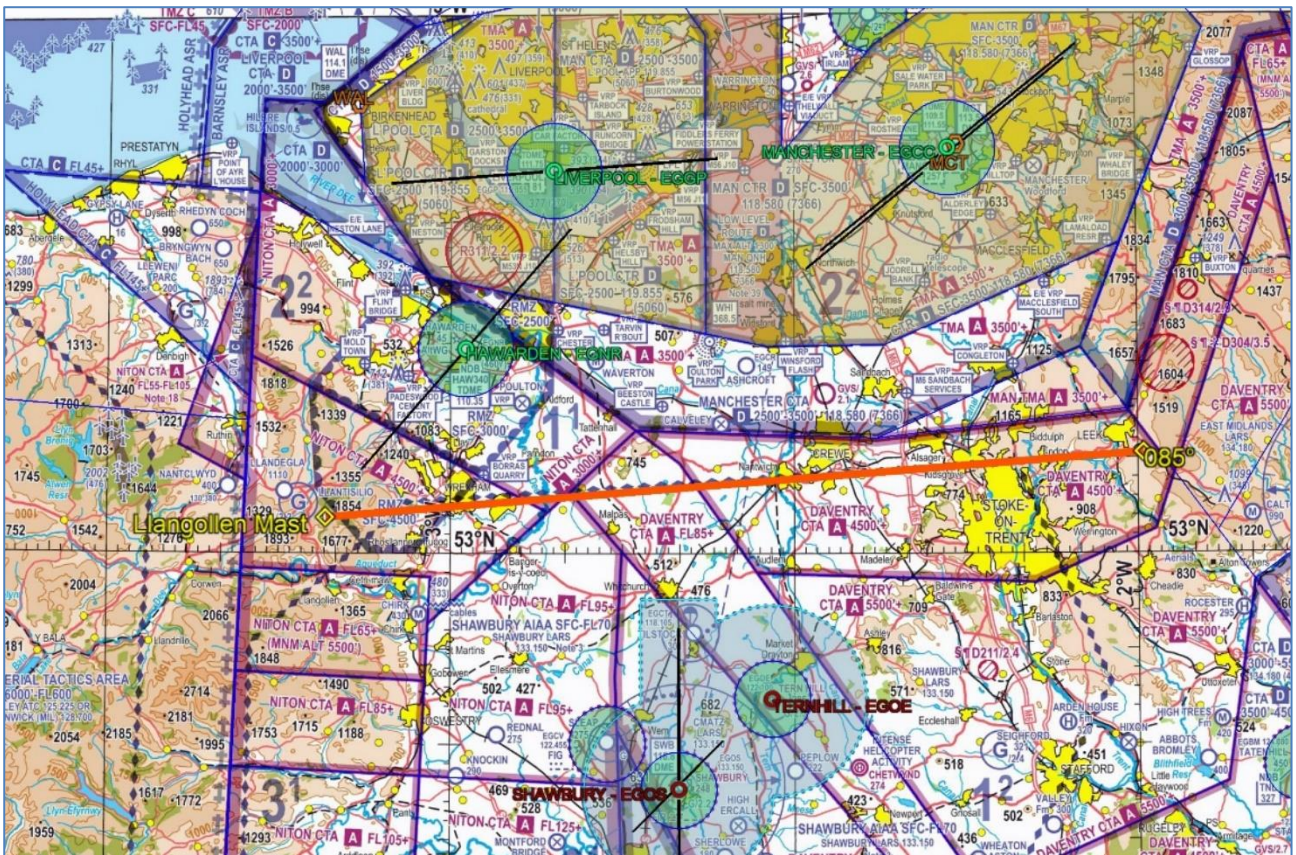
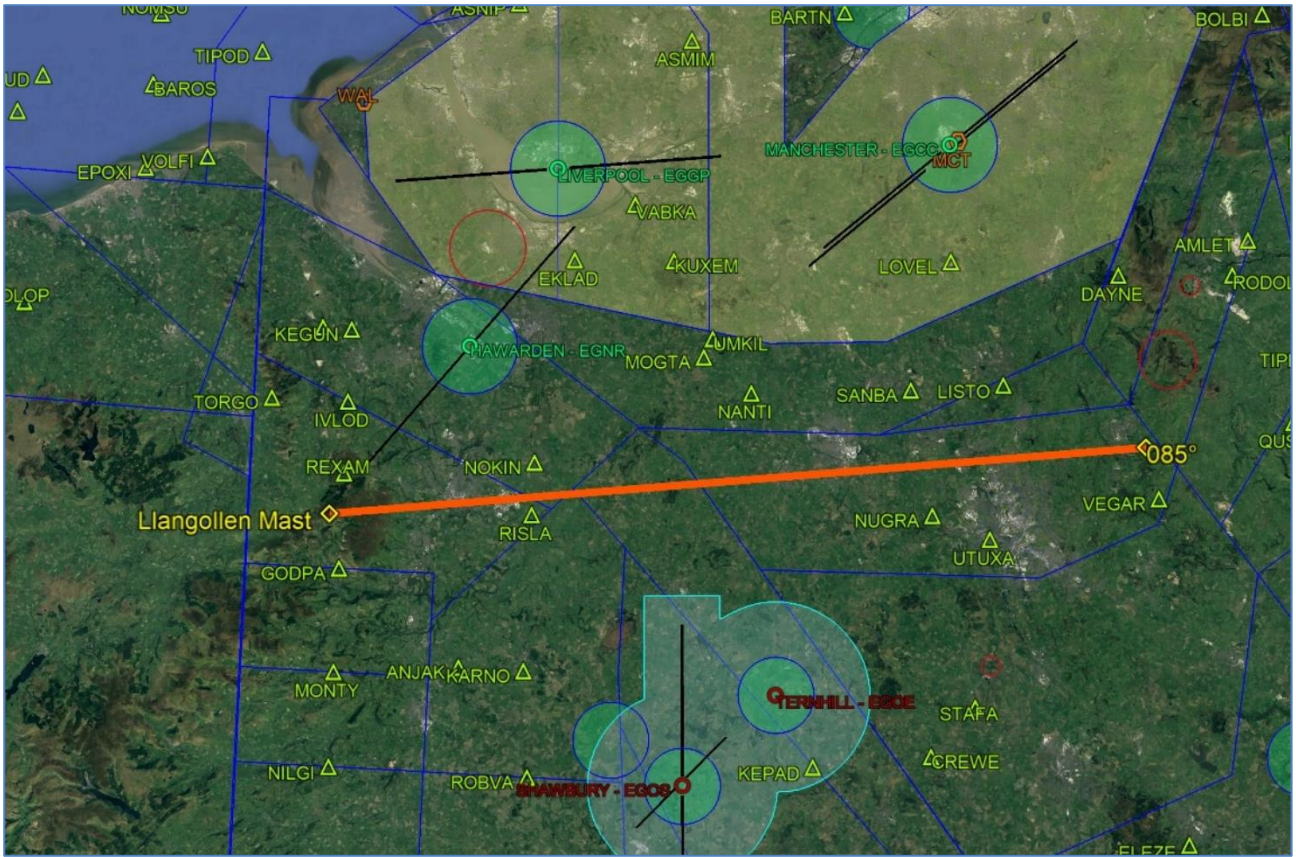
Chart 2 – Radial Overview



### Charts 3 & 4 – Radial 030°

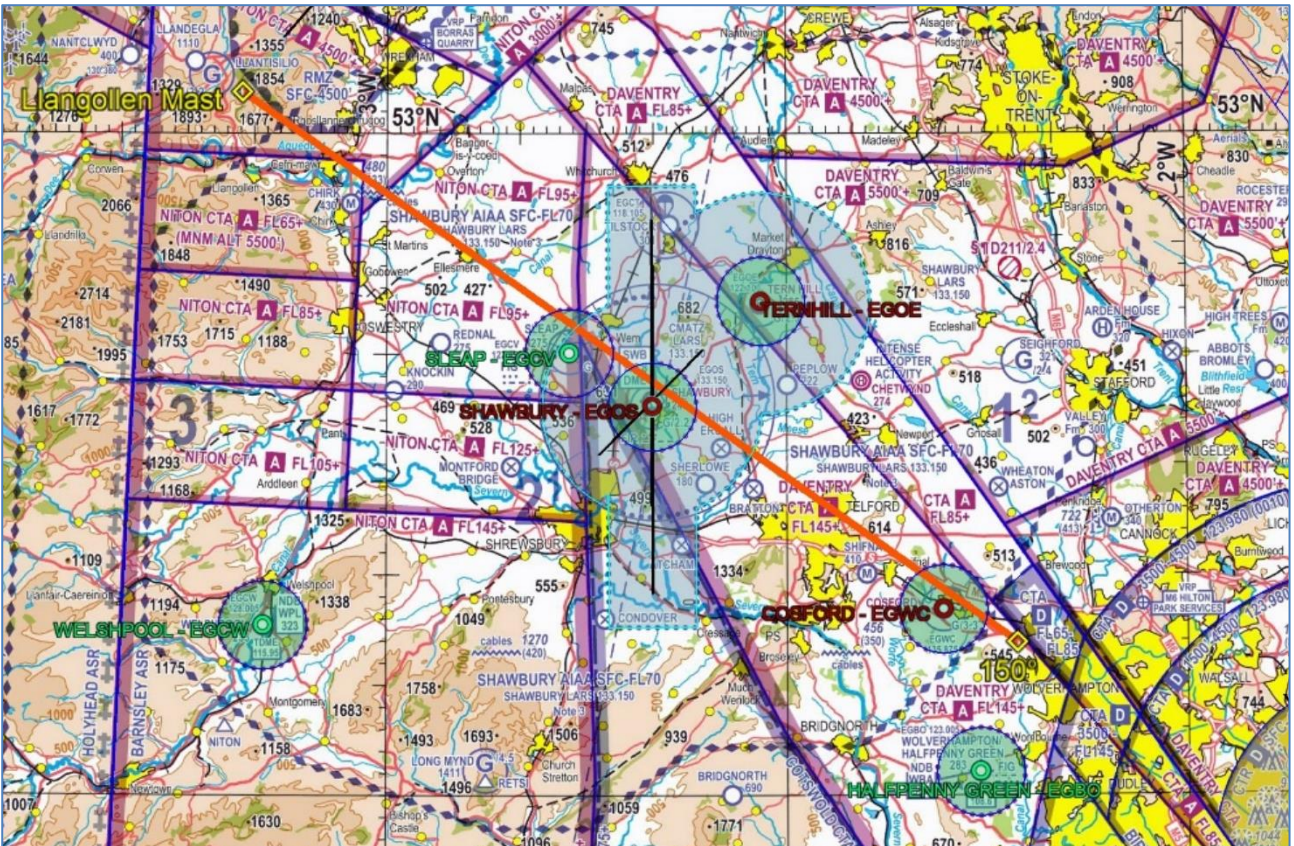
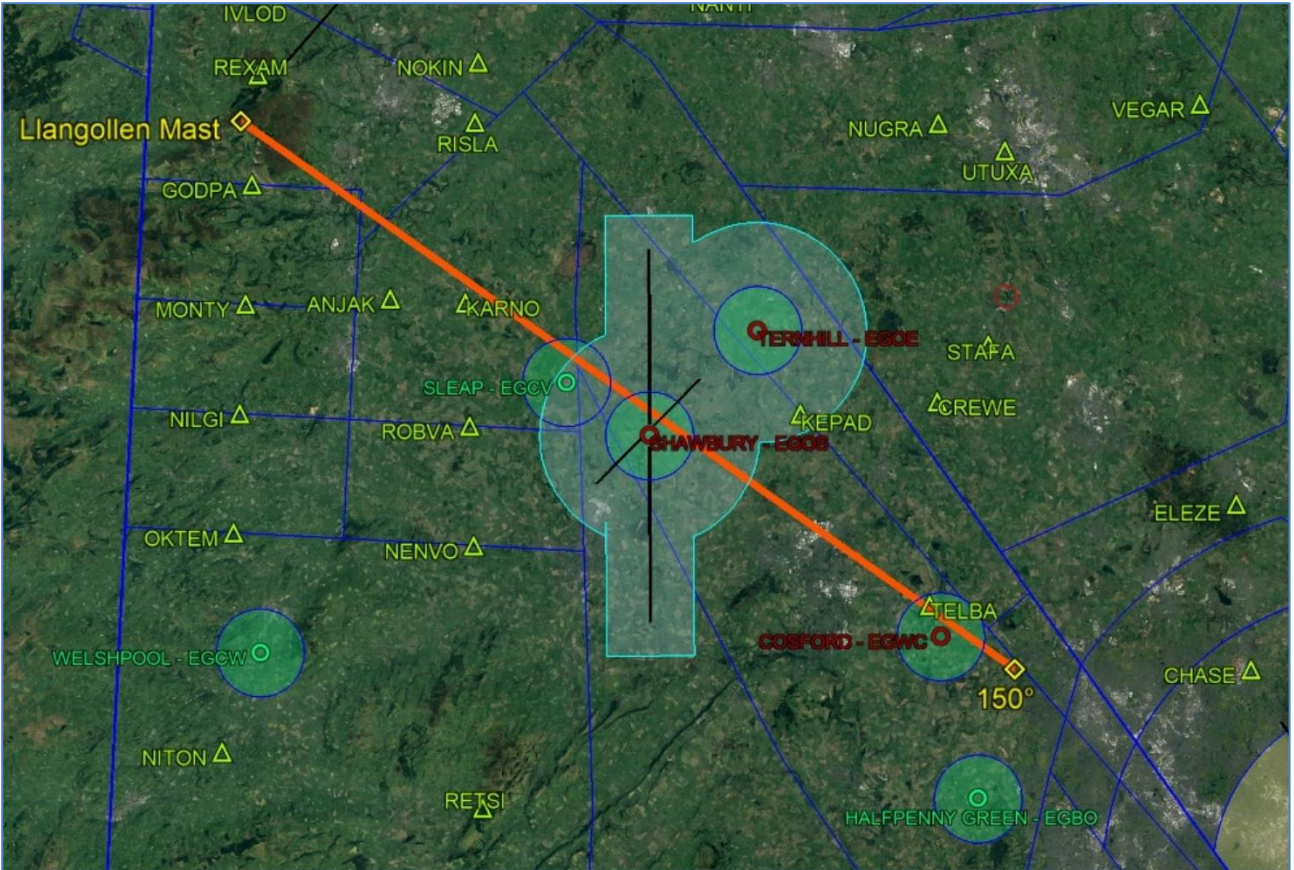


### Charts 5 & 6 – Radial 085°

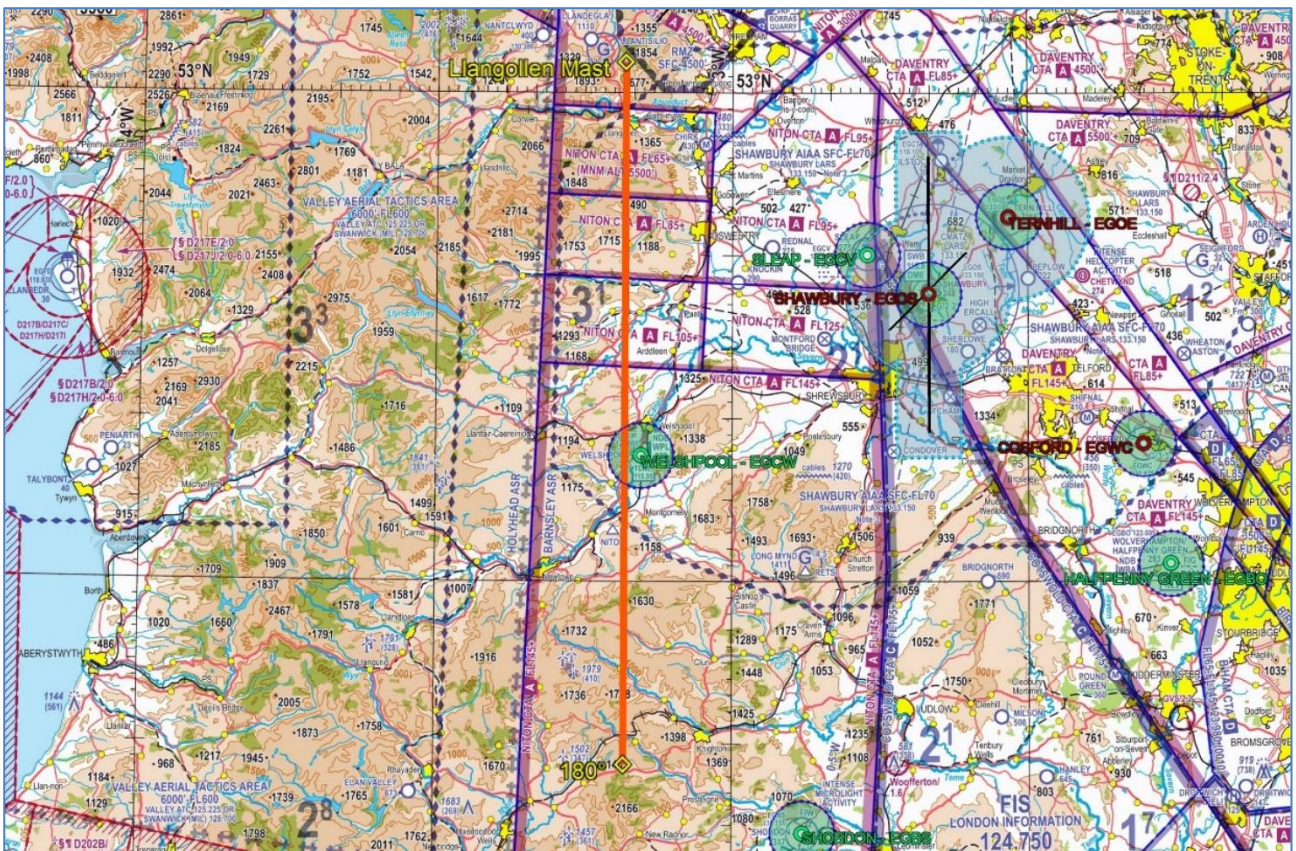
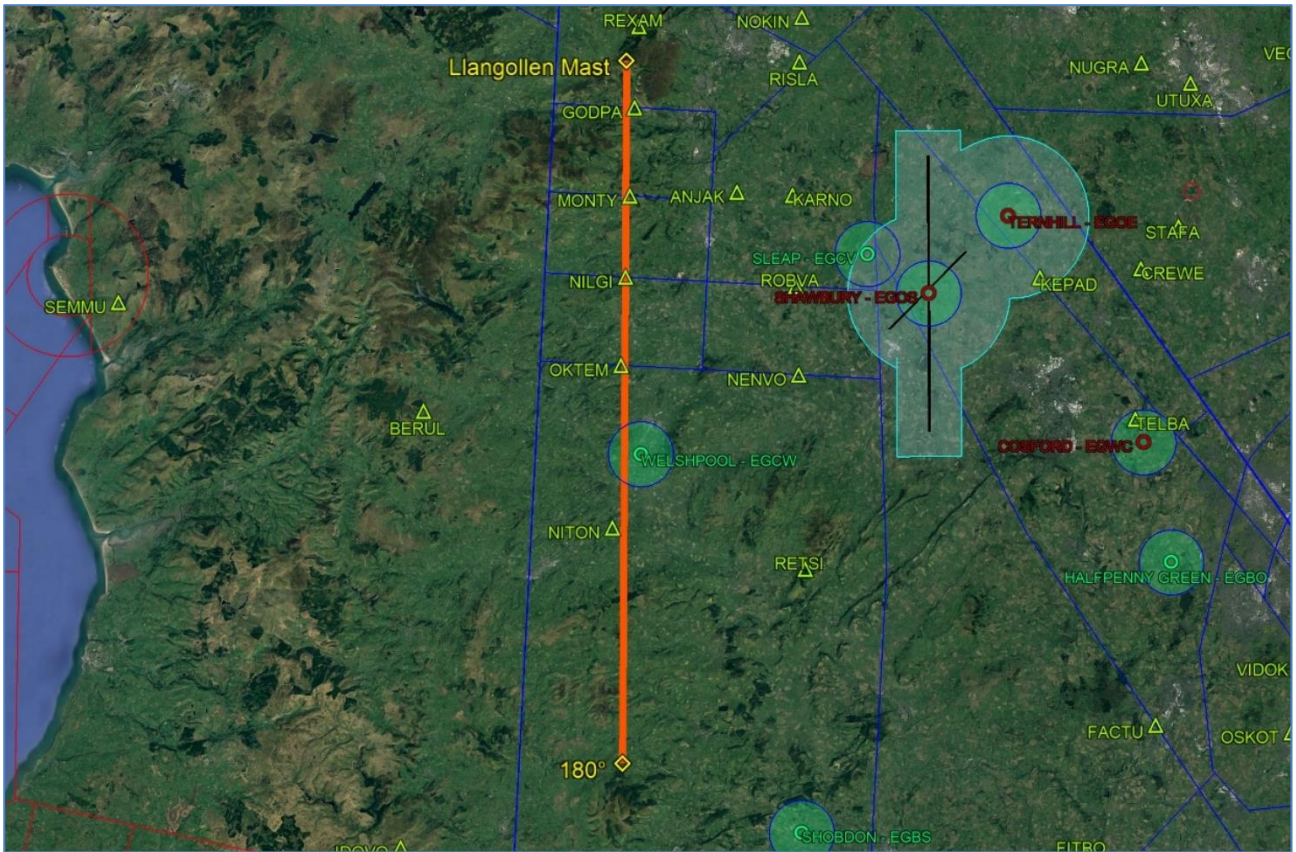




### Charts 7 & 8 – Radial 150°



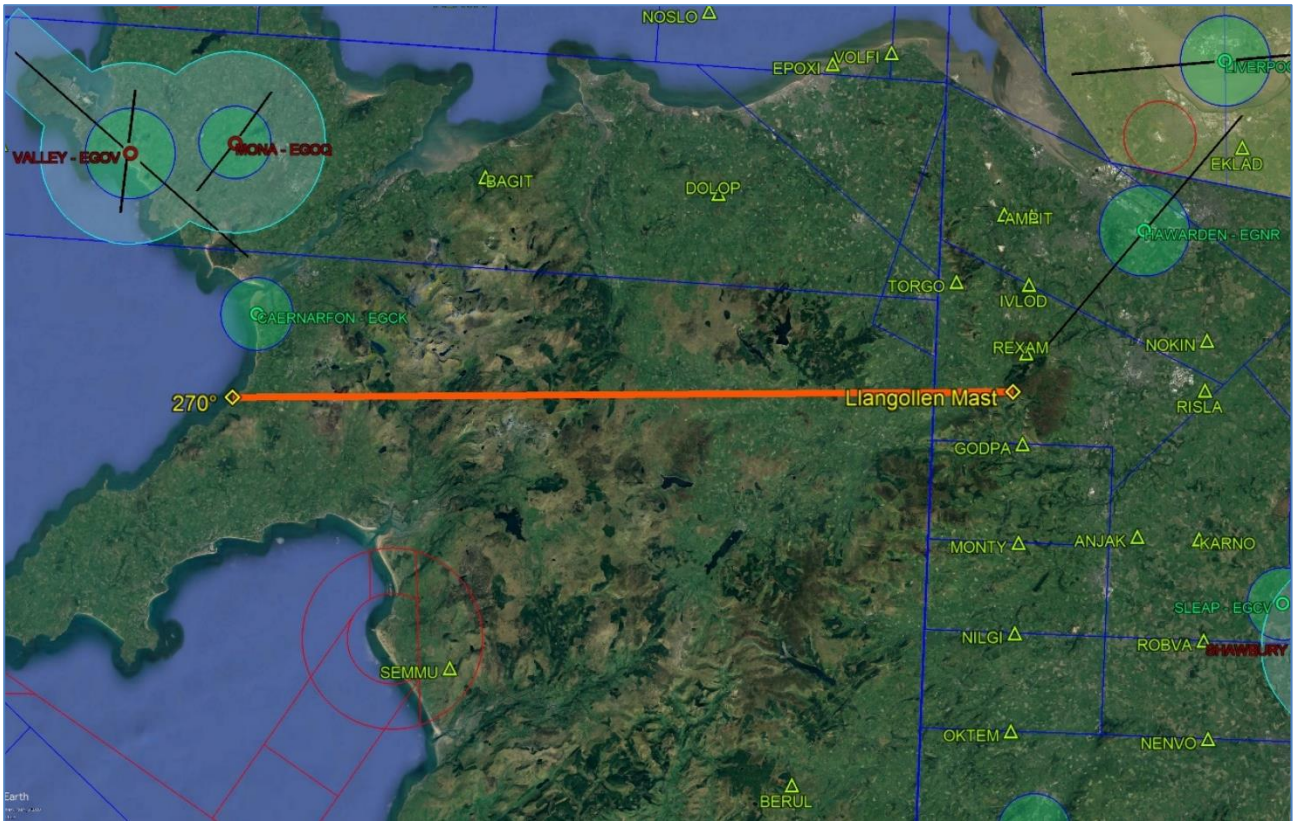
### Charts 9 & 10 – Radial 180°



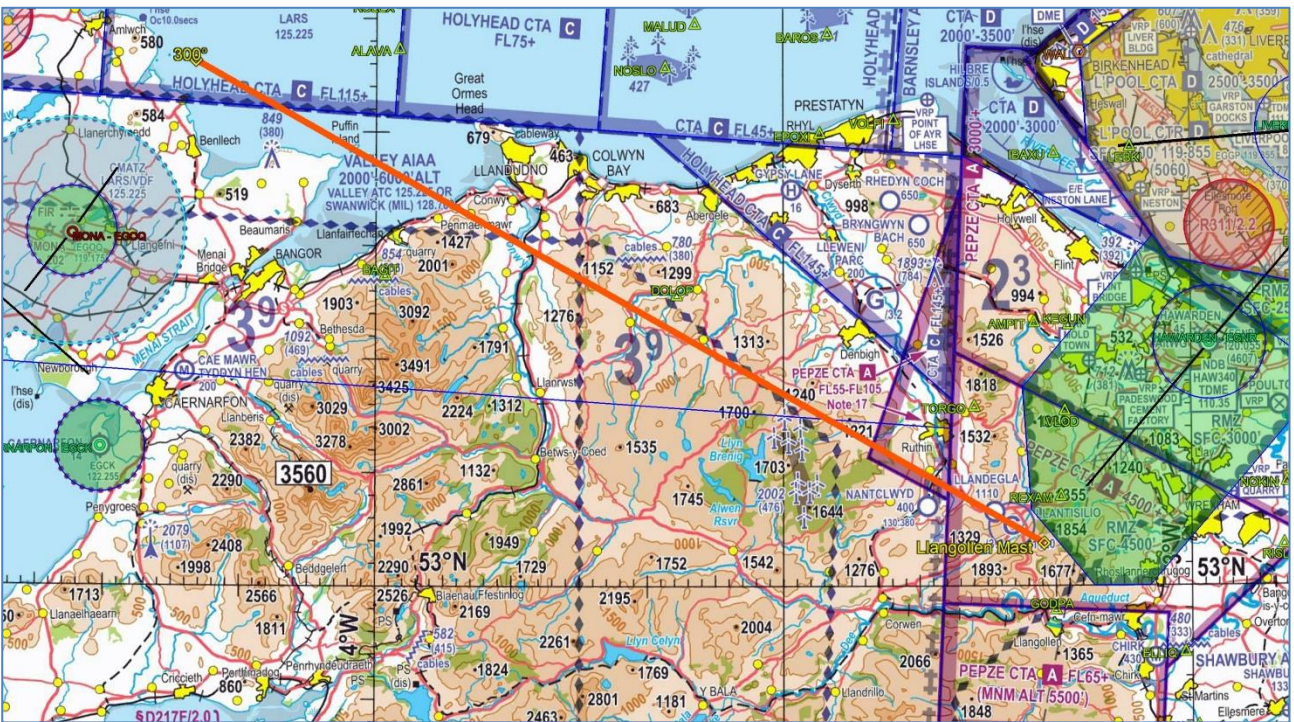
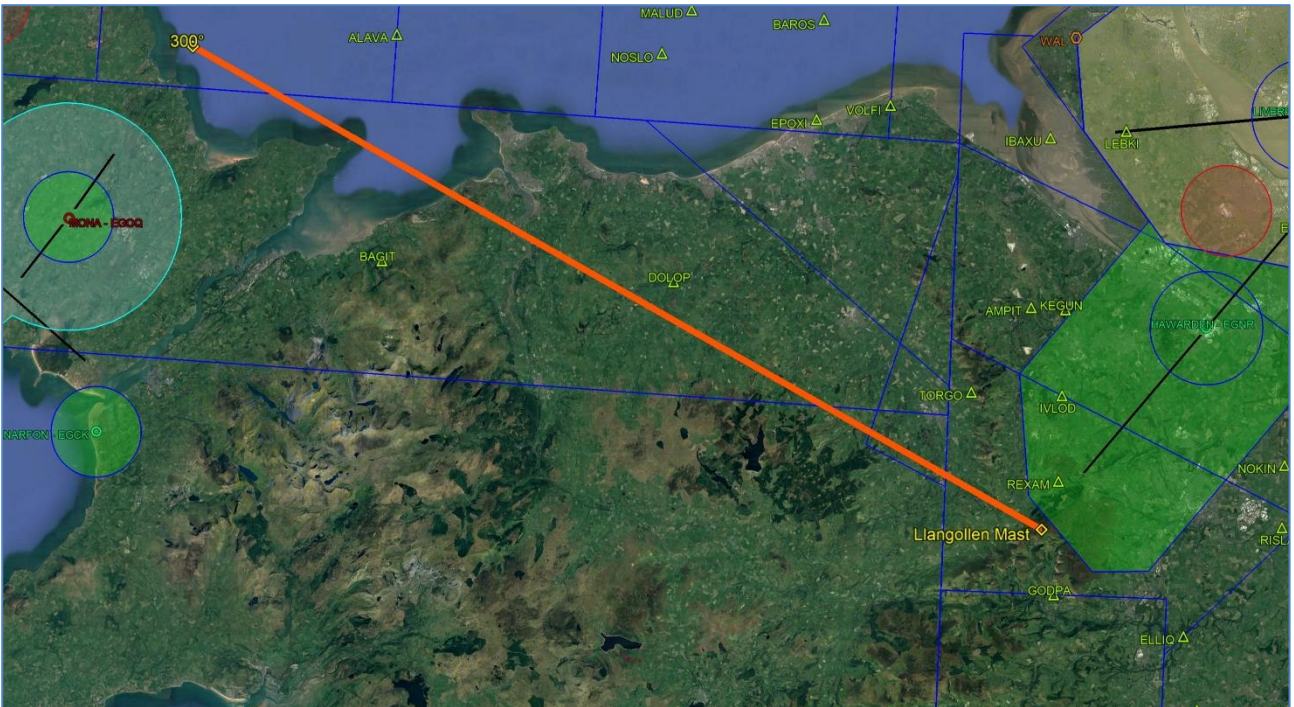




### Charts 15 & 16 – Radial 270°



### Charts 17 & 18 – Radial 300°



### Charts 19 & 20 – Radial 310°

