

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1614	1.0	11/01/2024	11/01/2024

**COMMS TRIAL
NORTH WALES****CAT Z****Subject to NOTAM: No****Date(s) of activity/Validity:**

15 Jan – 31 Dec 24

Times - ALL TIMES UTC¹

08:00 – 18:00 (07:00 – 17:00)

Vertical Limits:1,000ft – 10,000ft **AGL****Allocated Mode 3A (SSR):**

Tactically Issued by ATC

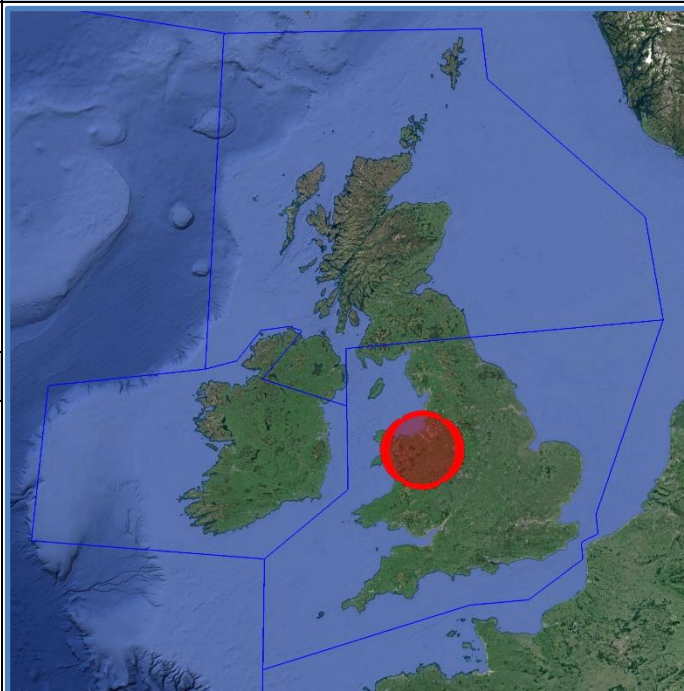
Aircraft Details:Type: PA31
Callsign: BROxx**NDS Approved:**

Not applicable

Event Sponsor(s):2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE
01302230486
ops@2excel.uk**Aircraft Operator(s):**2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE
01302230486
ops@2excel.uk**ATS Units/
Controlling Agencies:**

Aberporth	01239 813219
Hawarden	01244 522012
Manchester	0161 209 2836
Prestwick ACC	01294 655300
Shawbury	01939 250351 x6202
Swanwick Mil (78 Sqn) – West	01489 612417
Valley	01407 762241 x7462
Warton	01772 852392
Western Radar	01489 585511

Info: Barton, Blackpool, Caernarfon, Cosford, Welshpool, Woodvale

Geographical Limits:**Airspace Reservations:**

EG D217	Llanbedr A-C, H-I	01341 241356
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Departure/Destination Aerodrome(s)

EGBK, EGNJ, EGNR, EGNV

ACN Issued by:

AS3

¹ **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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles to support a government sponsored communications trial in North Wales and Chester, to be flown at 140 Kts. The target mast is located at Llangollen (530152.14N 0031052.47W).

16. **This ACN replaces ACN 2023-01-0050.**

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. The pilot is responsible for identifying other aerodromes that the flight may pass in proximity to, and for coordinating individually with each ATS unit, subject to requirements. A list of aerodromes who have been passed this ACN are listed on page one.

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. **Profile.** The aircraft required to fly orbits centred on the Llangollen mast. The aircraft required to fly two radius² from the following options:

- a. 10km (approx. 6nm)
- b. 20km (approx. 11nm)
- c. 30km (approx. 17nm)
- d. 40km (approx. 22nm)
- e. 44km (approx. 24nm)
- f. 55km (approx. 30nm)
- g. 70km (approx. 38nm)
- h. 77km (approx. 42nm)

20. The orbit can be flown clockwise or anti-clockwise, and within CAS can fly WPT to WPT (if agreed in advance), however; for data comparison the route flown must remain the same each time. The aircraft is able to hold a position for ATM purposes in order to achieve the required routing. Due to the profiles requested and potential interaction with IFR operations inside CAS, they should be aware that **significant delays may be expected , and the flight may be terminated by ATC at any point.**

21. **Height.** The flight requires to operate at the following heights:

- a. 1,000ft **AGL**
- b. 3,000ft **AGL**
- c. 10,000ft **AGL**

22. Whilst these are the requested heights, for ATM purposes the aircraft may have to fly in reference to an altitude of flight level. The pilot will discuss the requirements with ATC during the pre-note. The pilot will operate the aircraft in accordance with the airspace, however when operating at 1,000ft, the aircraft shall operate VFR only.

² The sponsor has supplied radius in km, however for ATM purposes these have been rounded to the closest whole nm.

23. **Air Traffic Service (ATS) Provision – Controlled Airspace (CAS).** Access to controlled airspace is subject to the prevailing traffic situation and controller workload. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

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

a. Aberporth	120.835 MHz
b. Hawarden	120.055 MHz
c. Manchester	118.580 MHz
d. Shawbury	133.150 MHz
e. Swanwick Mil (78 Sqn) – West	127.450 MHz
f. Valley	125.225 MHz
g. Warton	129.530 MHz
h. Western Radar	132.300 MHz

25. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. 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.

26. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and 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

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

28. 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.

29. **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.

SECTION 3

Area of Operation

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

Chart 1 – Overview

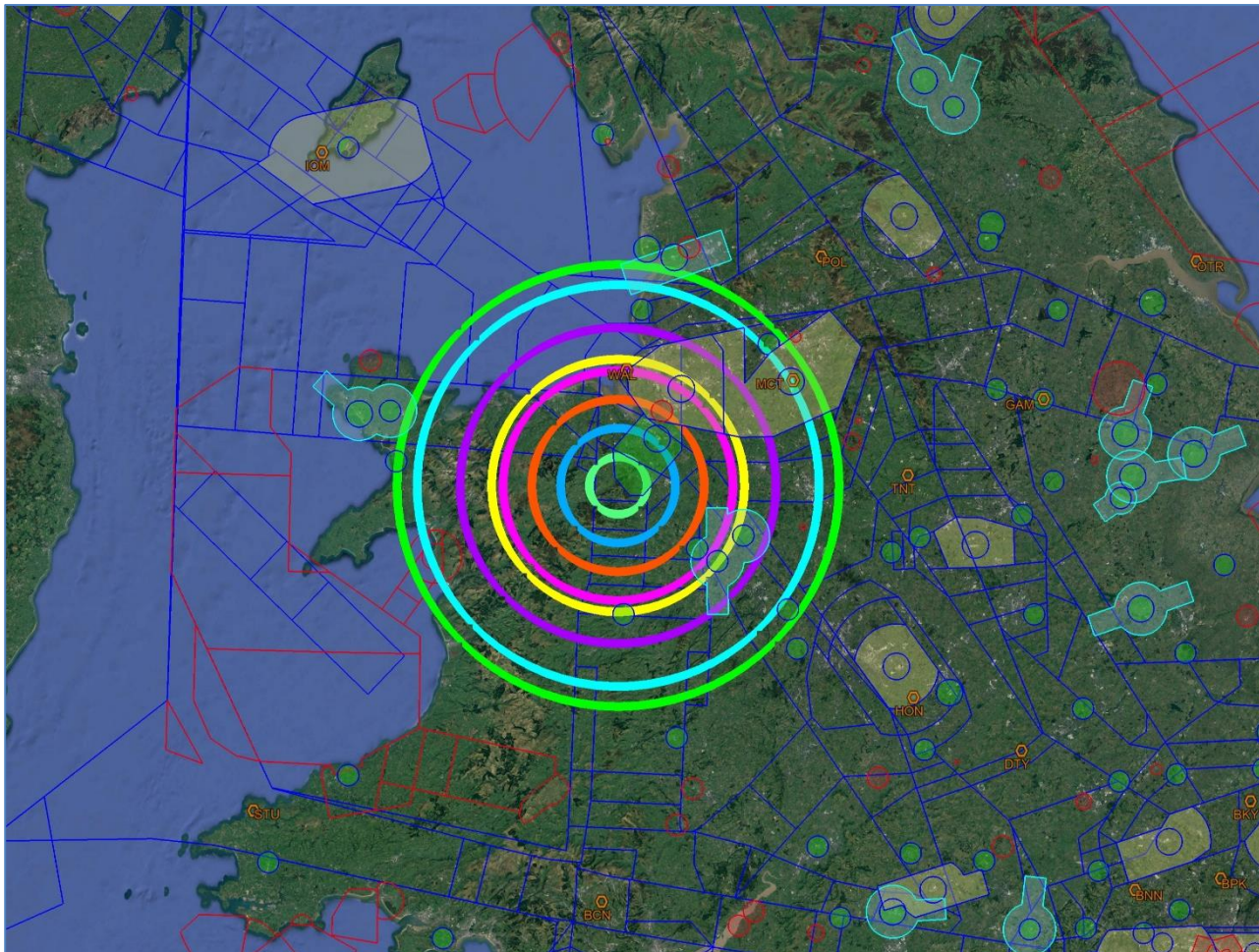


Chart 2 – 10km, 20km, 30km, 40km

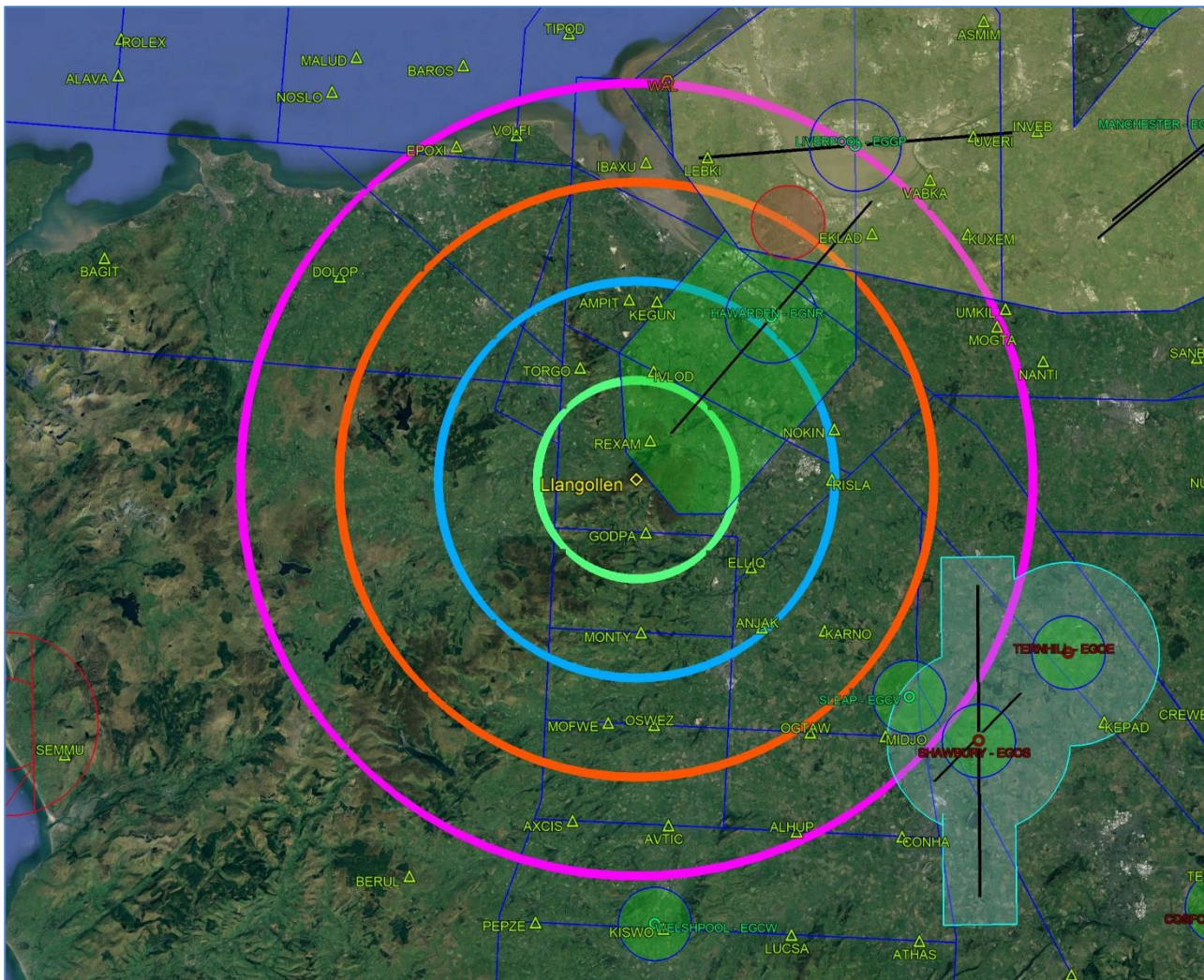


Chart 3 – 10km, 20km, 30km, 40km

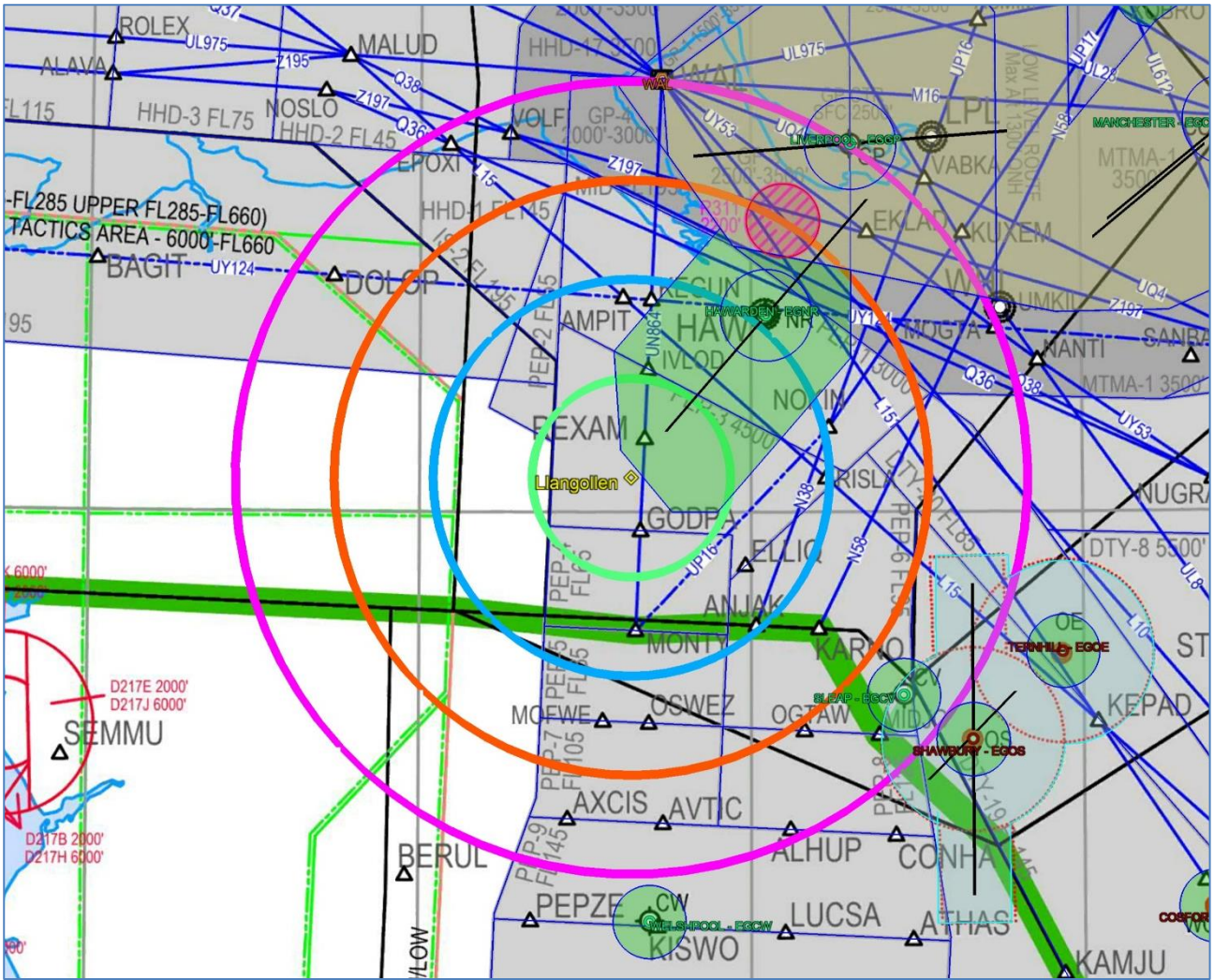


Chart 4 – 44km, 55km, 70km, 77km

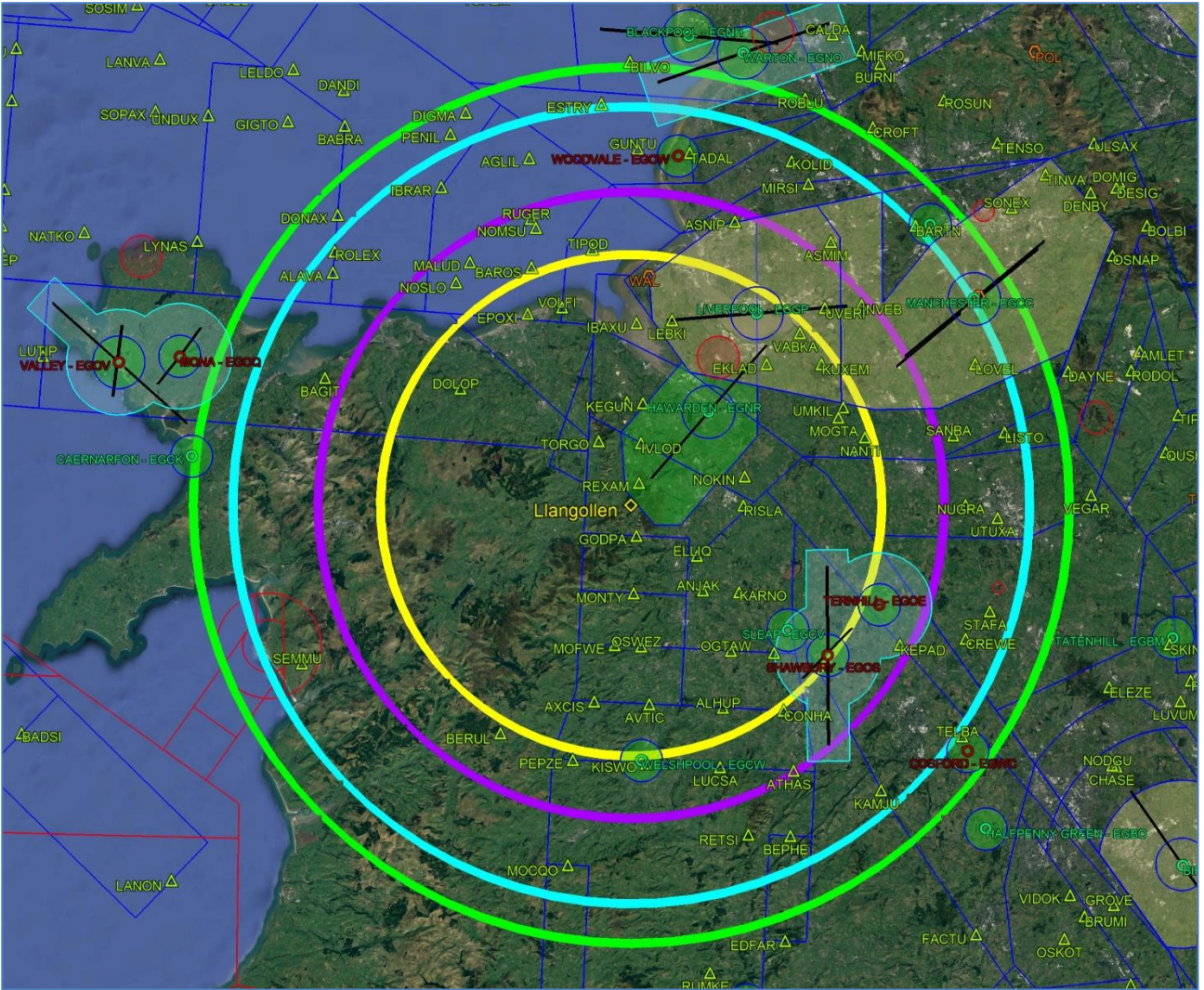


Chart 5 – 44km, 55km, 70km, 77km

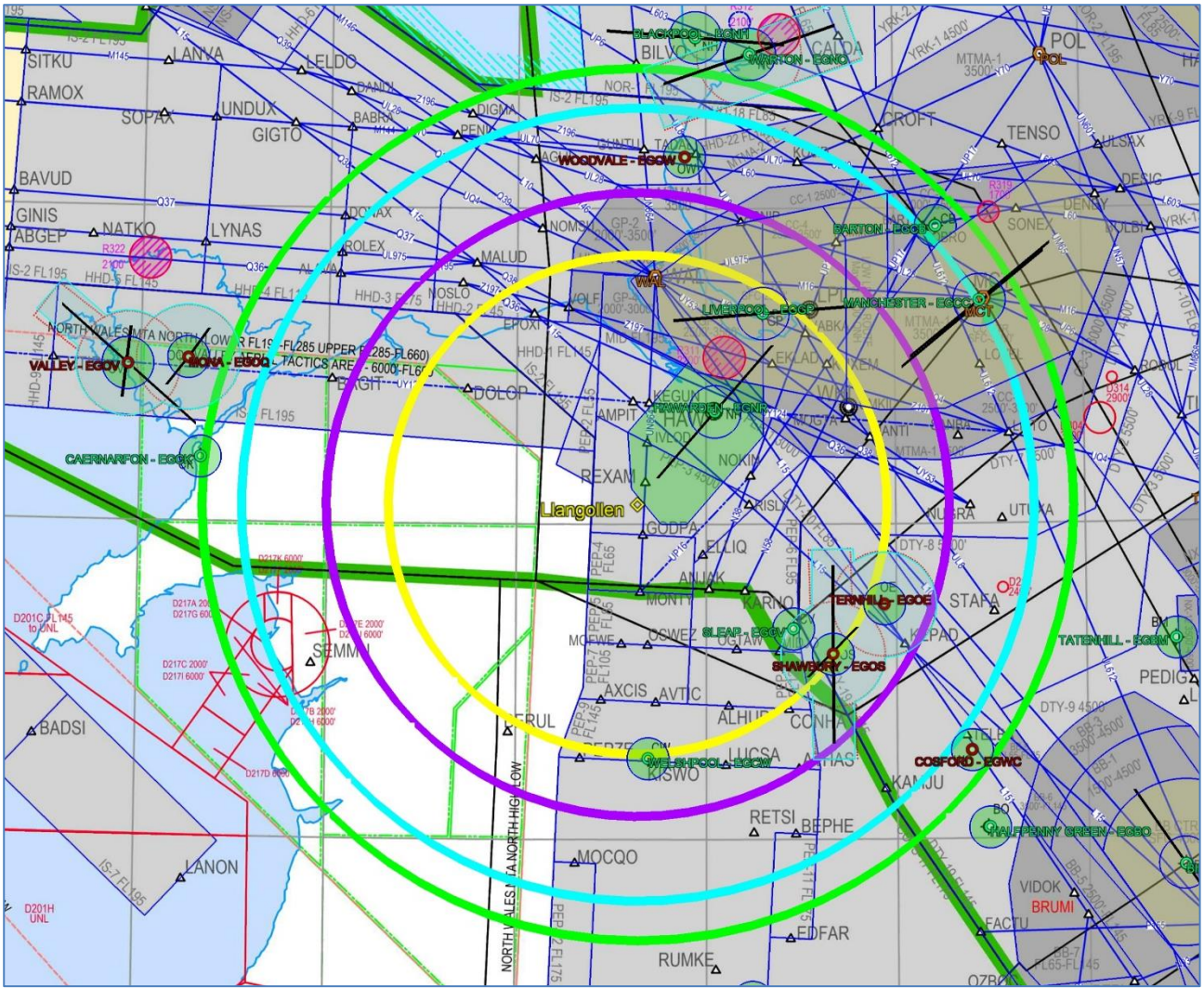


Chart 6 – Liverpool SID Overlays

