

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1707	1.0	11/01/2024	11/01/2024

**RADAR TRIAL  
WINTER HILL****CAT Z****Subject to NOTAM: No****Date(s) of activity/Validity:**

15 Jan – 31 Dec 24

**Times - ALL TIMES UTC<sup>1</sup>**

08:00 – 18:00 (07:00 – 17:00) – See Sect 2

**Vertical Limits:**5,00ft **AGL** – FL100**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

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

Not applicable

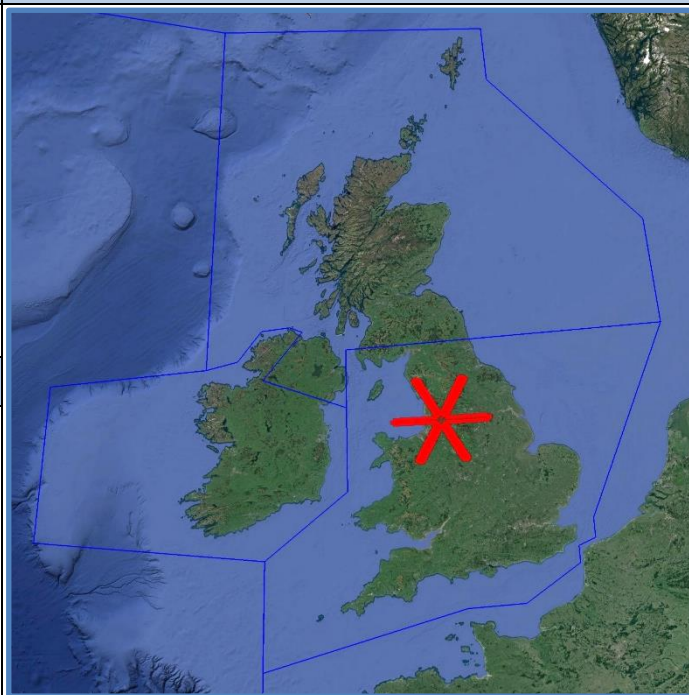
**Event Sponsor(s):**2Excel Aviation  
Hangar 3  
Doncaster Airport  
DN9 3GE  
01302230486  
[ops@2excel.uk](mailto:ops@2excel.uk)**Aircraft Operator(s):**2Excel Aviation  
Hangar 3  
Doncaster Airport  
DN9 3GE  
01302230486  
[ops@2excel.uk](mailto:ops@2excel.uk)**ATS Units/  
Controlling Agencies:**

Blackpool	01253 472527
East Midlands	01332 852993
Leeming	01677 457210
Liverpool	0151 907 1542
Manchester	0161 209 2836
Prestwick ACC	01294 655300
Shawbury	01939 250351 x6202
Teesside	01325 331020
Warton	01772 852392

Info: Isle of Man, Leeds/Bradford, Swanwick Mil (78 Sqn) – West, Valley

**Airspace Reservations:**

EG D211	Swynnerton	01785 763134
EG D304	Upper Hulme	01785 763134
EG D314	Harpur Hill	01298 218000
EG D406A	Eskmeals	01229 712245
EG D408	Feldom	01748 875502
EG D442	Bellerby	01748 875502
EG R311	Capenhurst	SI 1003/2016
EG R312	Springfields	SI 1003/2016
EG R444	Heysham	SI 1003/2016

**Geographical Limits:****Departure/Destination Aerodrome(s)**

EGBK, EGNJ, EGNR, EGNV

**ACN Issued by:**

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 in support of a radar trial within 100km of Winter Hill (533731N 0023049W), in the North West of England.

16. **This ACN replaces ACN 2023-01-0051.**

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. **Times.** The trial is due to take place within the hours listed on Page One of this ACN, however some radials may not be achievable by day and the sponsor may need to fly at night (between 23:00 – 04:00) if they require to complete these radials.

19. **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.

20. **Radials.** The sponsor has requested to fly on the following radials from Winter Hill, out to 100km (54nm (rounded up)):

- a. 030°
- b. 090°
- c. 150°                      Night Task for tracks below FL100.
- d. 210°                      Night Task for tracks below FL100.
- e. 270°
- f. 300°
- g. 330°

21. Whilst these radials have been requested, the operator is able to adjust radials +/- 030° to best fit with ATC requirements, however this should be discussed during the final prenote.

22. Due to the interaction with IFR routes ivo Manchester, the 150 ° & 210° radials, other than runs at FL100, are only possible at night.

23. 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.**

24. **Heights/Levels.** The aircraft will be required to operate on the radials listed above at the following heights/levels:

- a. Between 500ft and 1,000ft **AGL**
- b. 3,000ft **AGL**
- c. FL100

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

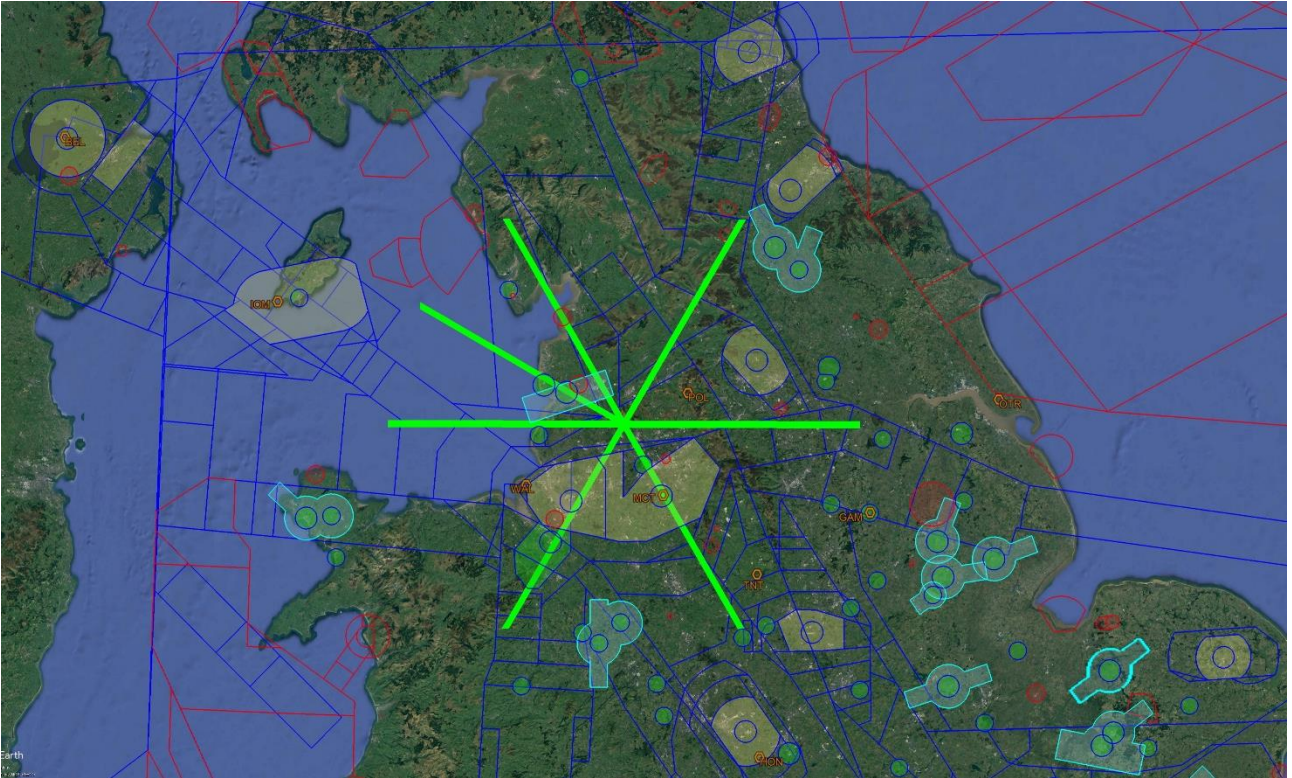
25. Whilst the sponsor has requested to operate AGL, within Controlled Airspace (CAS), the aircraft may need to operate at an altitude, on an appropriate QNH.
26. The aircraft is able to hold at notified reporting points, in order to best fit in with ATC requirements.
27. **Air Traffic Service (ATS) 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.
28. **ATS Provision – Outside CAS.** The trial area is within the coverage of the following units:
- |                  |             |
|------------------|-------------|
| a. East Midlands | 134.180 MHz |
| b. Leeds         | 134.580 MHz |
| c. Leeming       | 133.375 MHz |
| d. Liverpool     | 119.855 MHz |
| e. Manchester    | 118.580 MHz |
| f. Shawbury      | 133.150 MHz |
| g. Teesside      | 118.855 MHz |
| h. Warton        | 129.530 MHz |
29. 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.
30. **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.
31. **EG R311 (Capenhurst), EG R312 (Springfields) & EG R444 (Heysham).** In accordance with [The Air Navigation \(Restriction of Flying\) \(Nuclear Installations\) Regulations 2016](#) – Statutory Instrument No.1003/2016, access to the restricted airspace of Capenhurst, Springfields or Heysham is subject to a separate specific approval from the CAA.

## SECTION 3

### Area of Operation

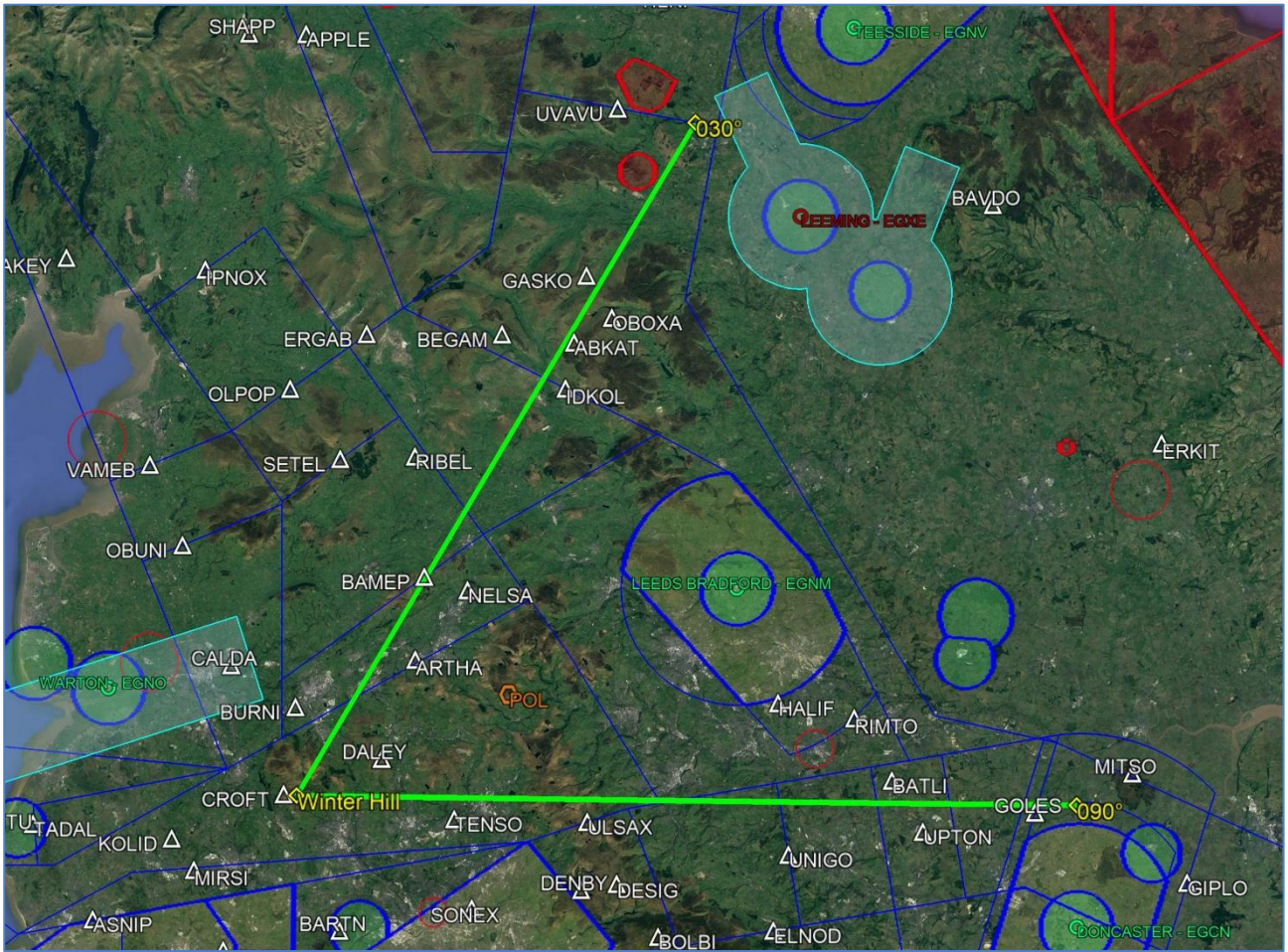
32. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. **Please note that the charts depict the CTRs and CTAs of Doncaster which are no longer active. The sponsor shall ensure that they consult the most recent charts to ensure that they are aware of the most accurate airspace classifications.**

Chart 1 – Overview



**Chart 2 – 030° - 090°**

Please note that this chart depicts the CTRs and CTAs of Doncaster which are no longer active.



### Chart 3 – 030° - 090°

Please note that this chart depicts the CTRs and CTAs of Doncaster which are no longer active.



Chart 4 - 150° - 210°





### Chart 5 – 150° - 210°

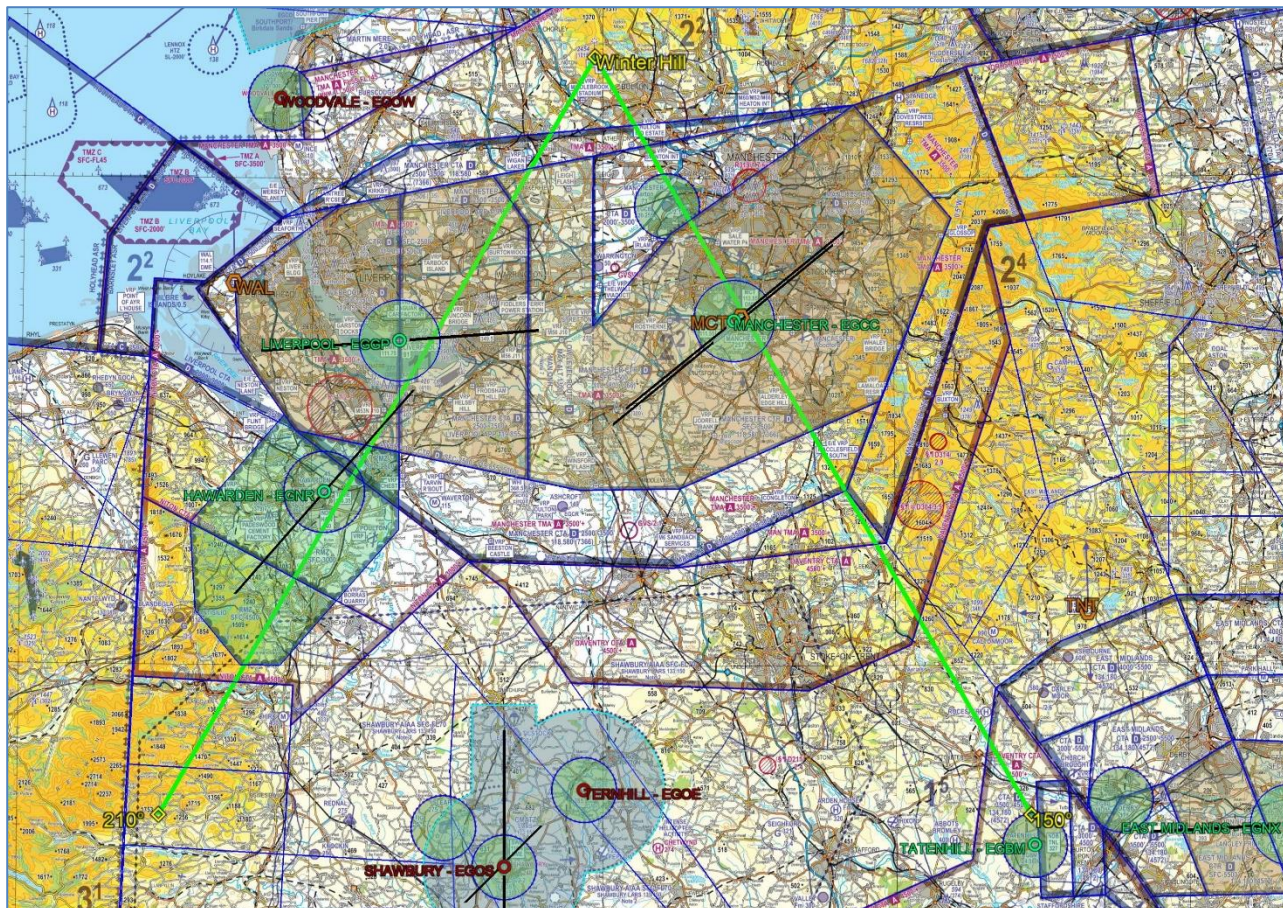


Chart 6 – 270° - 300° - 330°

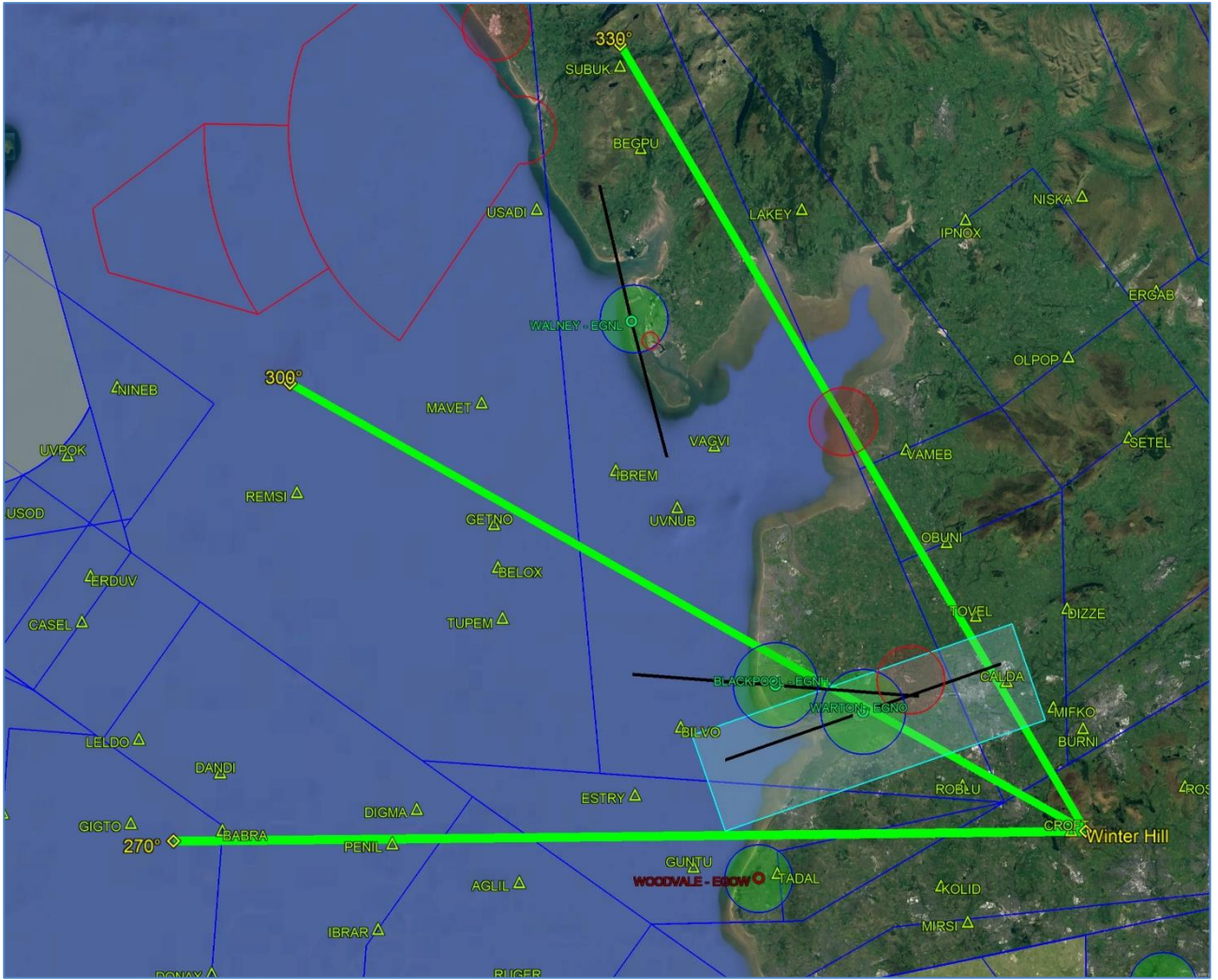


Chart 7 - 270° - 300° - 330°

