

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1710	2.0	06/02/2024	11/01/2024

Civil Aviation
Authority

RADAR TRIAL NORTHWEST WALES

CAT Z

Subject to NOTAM: No**Date(s) of activity/Validity:**

15 Jan – 31 Dec 24

Times - ALL TIMES UTC¹

09:00 – 18:00 (08:00 – 17:00)

Vertical Limits:500ft **AGL** – FL100**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

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

Not applicable

Event Sponsor(s):

Duty Operations Controller

2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE

01302 230486

ops@2excel.uk**Aircraft Operator(s):**

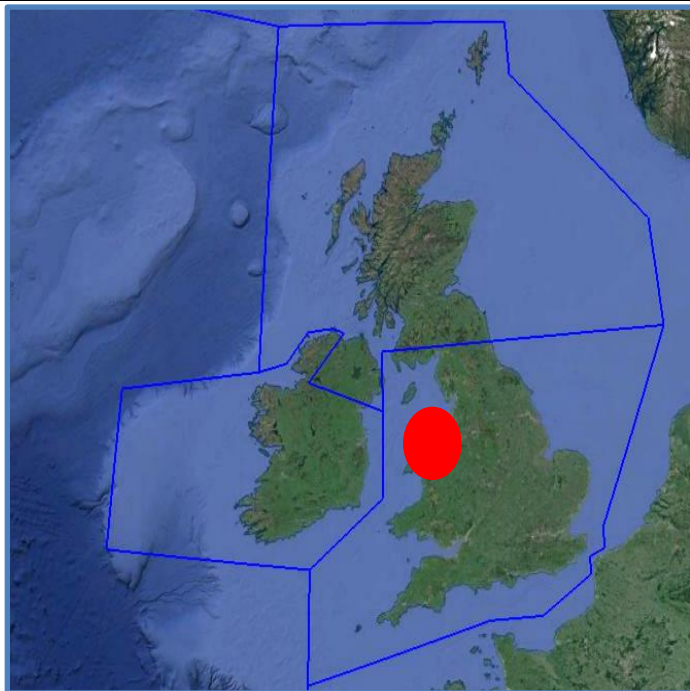
Duty Operations Controller

2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE

01302 230486

ops@2excel.uk**ATS Units/****Controlling Agencies:**

Aberporth	01239 813219
Hawarden	01244 522012
Liverpool	0151 907 1542
Prestwick ACC	01294 655300
Shawbury	01939 250351 x6202
Valley	01407 762241 x7462
Warton	01772 852392
Western Radar	01489 445560
Isle of Man	01624 827548

*Info: Manchester, Swanwick Mil - West***Geographical Limits:****Airspace Reservations:**

EG D217	Llanbedr	01341 241356
EG R311	Capenhurst	SI 1003/2016
PARA	Llanbedr	07703 532064
D406	Eskmeals	01229 712245/712233

Departure/Destination Aerodrome(s)

EGBK, EGNJ, EGNR

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 required in support of a radar trial based in North West Wales, out to a distance of 100km along the coastline and through Liverpool Bay, as follows:

- a. Llandonna
 - i. Position: 531740N 0040900W
 - ii. Heights: Between 500ft & 1,000ft **AGL**, at 3,000ft **AGL** and at FL100
 - iii. Radials: **010°/030° / 050° / 080° / 090° / 330°**

16. **This ACN replaces ACN 2023-01-0052.**

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. 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, and the flight may be terminated by ATC at any point.**

21. **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.

22. **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. Liverpool 119.855 MHz
- d. Valley 125.225 MHz
- e. Warton 129.530 MHz
- f. Western Radar 132.300 MHz
- g. Isle of Man On Request

23. 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.

24. **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

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

26. 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.

27. **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.

28. **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.

29. **Other Impacted Aerodromes (Outside CAS).** The sponsor shall at 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:

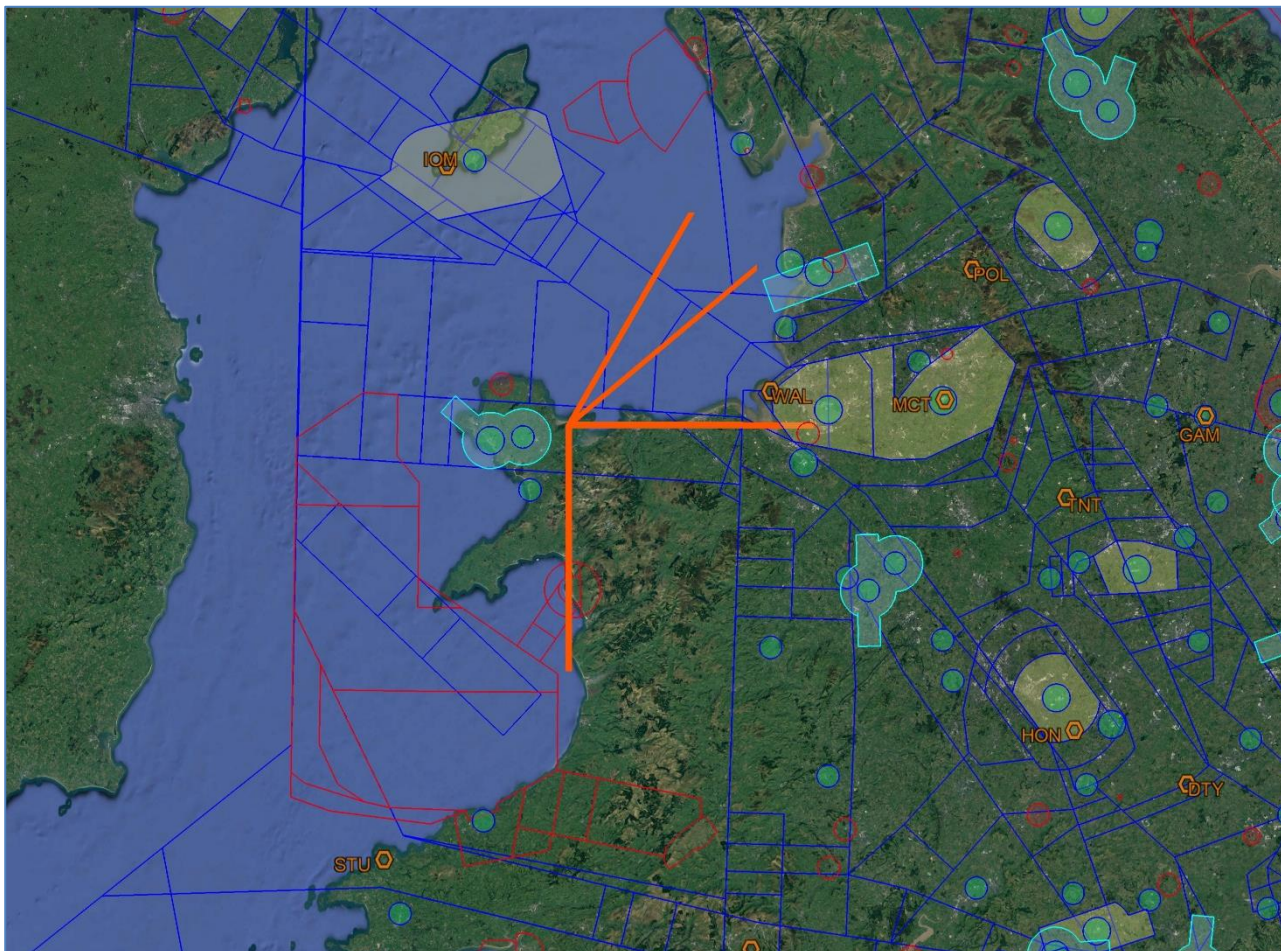
- a. Notified Instrument Flight Procedures (IFP) exist. At least 10nm from the aerodrome reference point.
- b. Notified IFP does not exist (ATZ Only). Prior to ATZ penetration, ideally 2nm before the ATZ boundary.

SECTION 3

Area of Operation

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

Chart 1 – Site 1 Overview
Legs are 80km (43.1965nm) in length



Charts 2 & 3 – 030° & 050° Radial



Charts 4 & 5 – 090° Radial

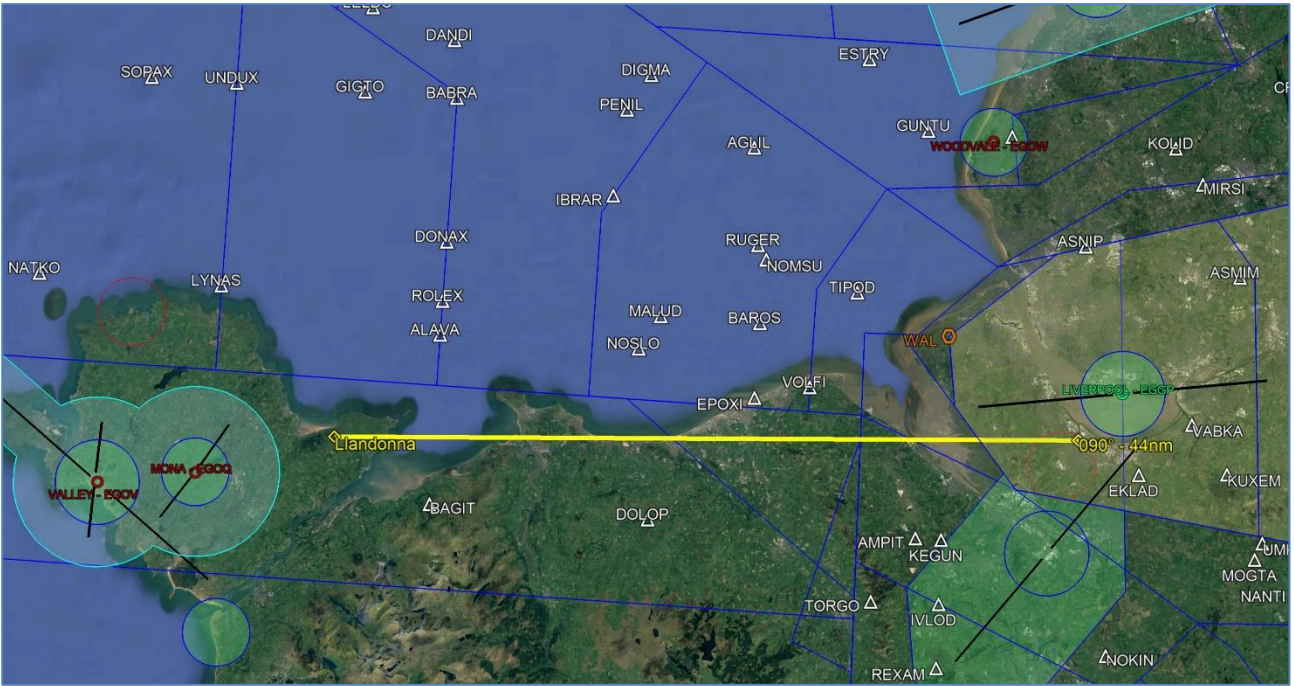


Chart 8 – Addition of 330° and 010° radials

