

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-1643	1.0	11/01/2024	11/01/2024

COMMUNICATIONS TRIAL WINTER HILL

CAT Z

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

15 Jan – 31 Dec 24

Times - ALL TIMES UTC¹

08:00 – 17:00 (07:00 – 16:00)

Vertical Limits:500ft **AGL** – 10,000ft AMSL/FL100**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

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

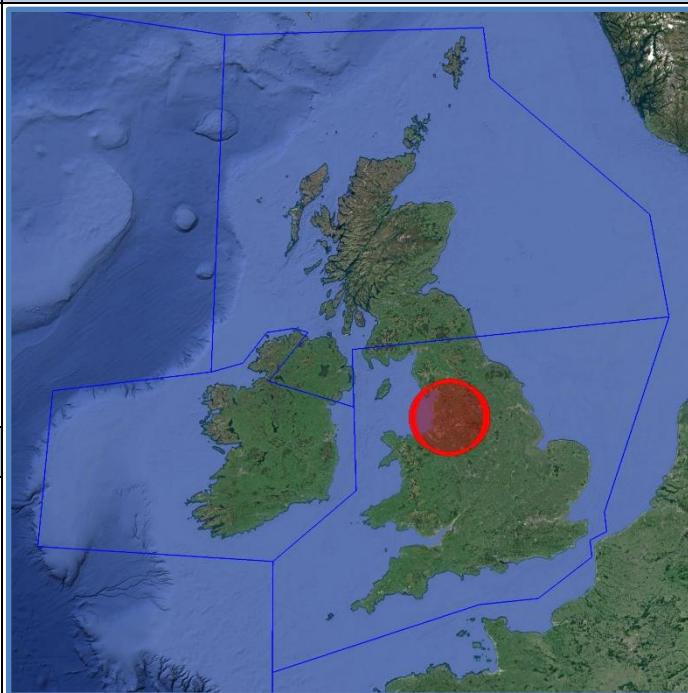
Not Applicable

Event Sponsor(s):2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE
01302 230486
ops@2excel.uk**Aircraft Operator(s):**2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE
01302 230486
ops@2excel.uk**ATS Units/
Controlling Agencies:**

Blackpool	01253 472527
East Midlands	01332 852993
Hawarden	01244 522012
Leeds/Bradford	0113 391 3282
Leeming	01677 457210
Liverpool	0151 907 1542
Manchester	0161 209 2836
Prestwick ACC	01294 655300
Shawbury	01939 250351 x6202
Walney	01229 474087
Warton	01772 852392
Woodvale	01704 872287 x7243

*Info: Birmingham, Newcastle, Swanwick Mil – West, Teesside***Airspace Reservations:**

NSGA 2	Greater Yorkshire	See Para 25
NSGA 3	Derbyshire	See Para 25
NSGA 4	Wales	See Para 25

Geographical Limits:**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 for a Communications Trial centred on Winter Hill Mast which encompasses an area that includes Manchester, Leeds/Bradford, Liverpool and Warton. The aircraft will operate at approx. 140 KIAS (165 TAS).

16. **This ACN replaces ACN 2022-11-0731.**

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. **Orbit.** The aircraft is required to conduct a number of **orbits at the ranges below, centred on the Communications Mast at Winter Hill (533732N 0023054W):**

a. **40km (approx. 22nm)**

b. **77km (approx. 42nm)**

20. **Height/Altitude/Level.** The aircraft will require to operate at the following heights/altitudes/levels:

a. 500ft – 1,000ft **AGL**

b. 3,000ft **AGL**

c. 10,000ft AMSL / FL100

21. **Within Controlled Airspace (CAS), the sponsor will be required by ATC to convert their requested height to an appropriate altitude in order to facilitate integration with traffic.** The pilot is responsible for this conversion.

22. Whilst the sponsor has requested to operate on the orbit listed, due to the altitude and potential interaction with IFR operations inside CAS, **they should be aware that significant delays should be expected, the flight may be terminated by ATC at any point or may be refused based on predicted traffic levels (especially at 3,000ft or any low height run at 40km).** The orbit can be flown clockwise or anti-clockwise, and within CAS can fly from pre-agreed waypoint to waypoint (in rough alignment to the orbit, however for data comparison the route flown must remain the same each time.

23. **Air Traffic Service (ATS) Provision – 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. East Midlands | 134.180 MHz |
| b. Hawarden | 120.055 MHz |
| c. Leeds/Bradford | 134.580 MHz |
| d. Leeming | 133.375 MHz |
| e. Shawbury | 133.150 MHz |
| f. Warton | 129.530 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. **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.*
27. **Low Level Operations.** Where the flight requires to operate within 3nm of an ATZ, the sponsor shall coordinate the flight with the controlling authority of the ATZ prior to departure.
28. **ATZ Penetration.** The sponsor shall only penetrate an ATZ with positive ATC approval. If the ATZ is notified as FISO or AG (and not ATC controlled), the sponsor shall not penetrate the ATZ unless the appropriate aerodrome authority has agreed in advance.

SECTION 3

Area of Operation

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

30. The sponsor should exercise caution and use the most up to date charts as extracts below may not accurately portray the current state of the airspace structure, particularly in relation to airspace associated with Doncaster.

Chart 1 – Overview

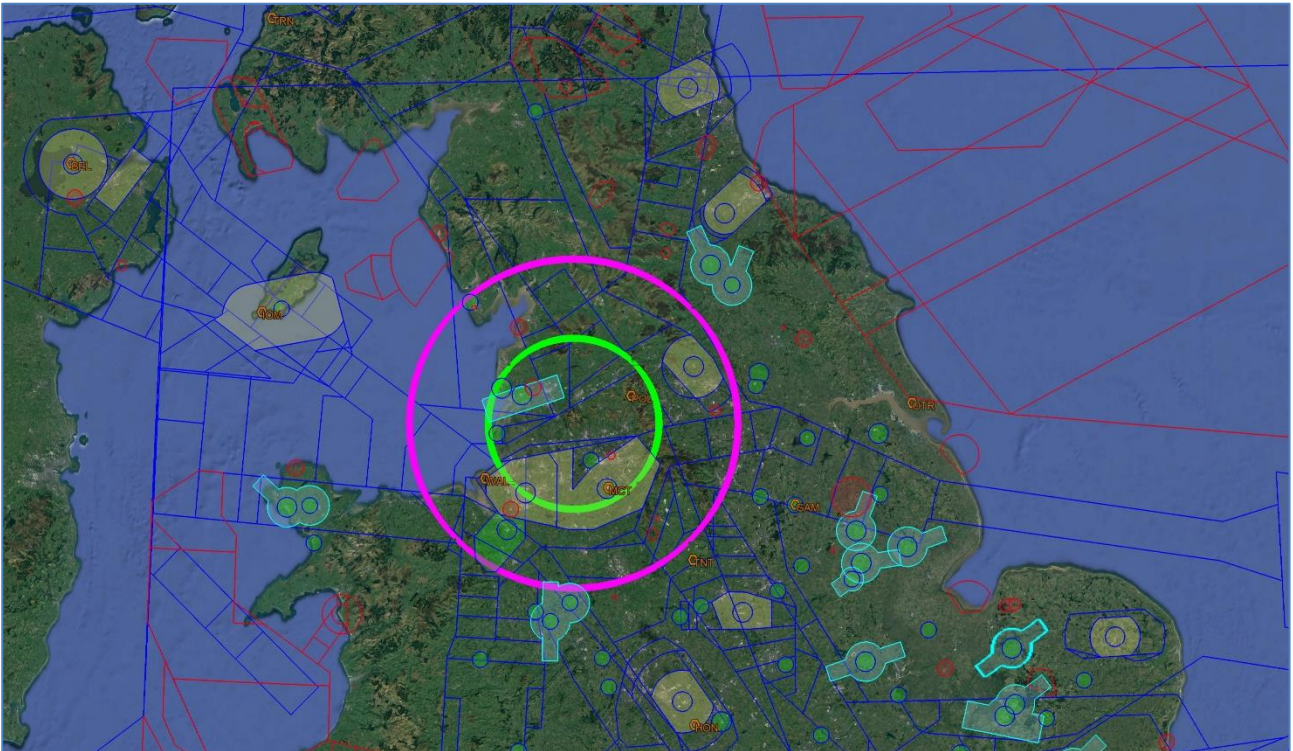


Chart 2 - Close In

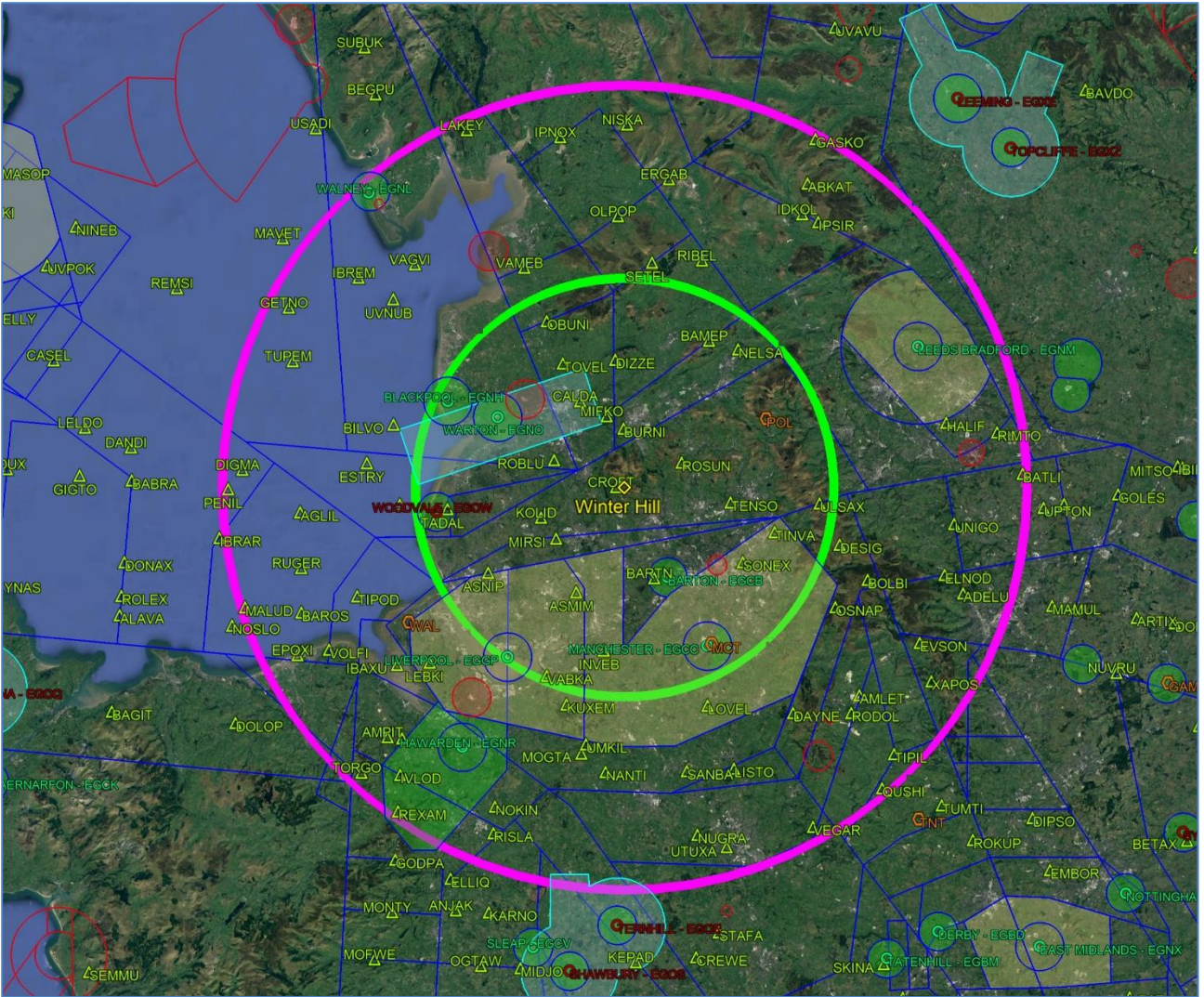


Chart 3 - Close In



Chart 4 – 250k Charting (77km)
Walney to Leeming (OBOXA)

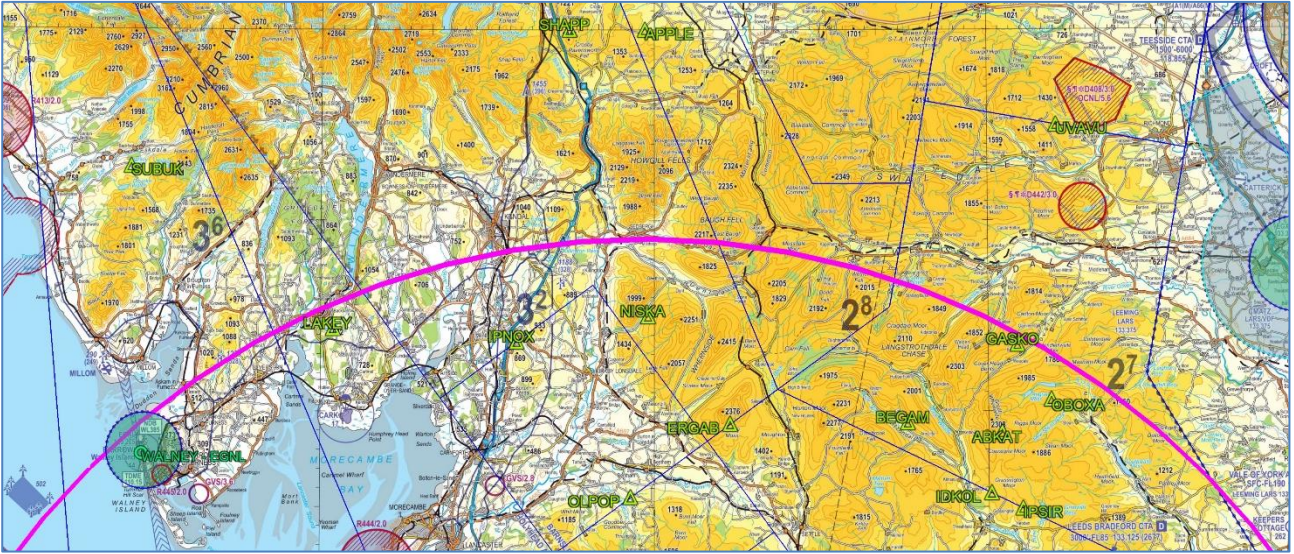


Chart 5 – 250k Charting (77km)
OBOXA (Leeming) to UPTON

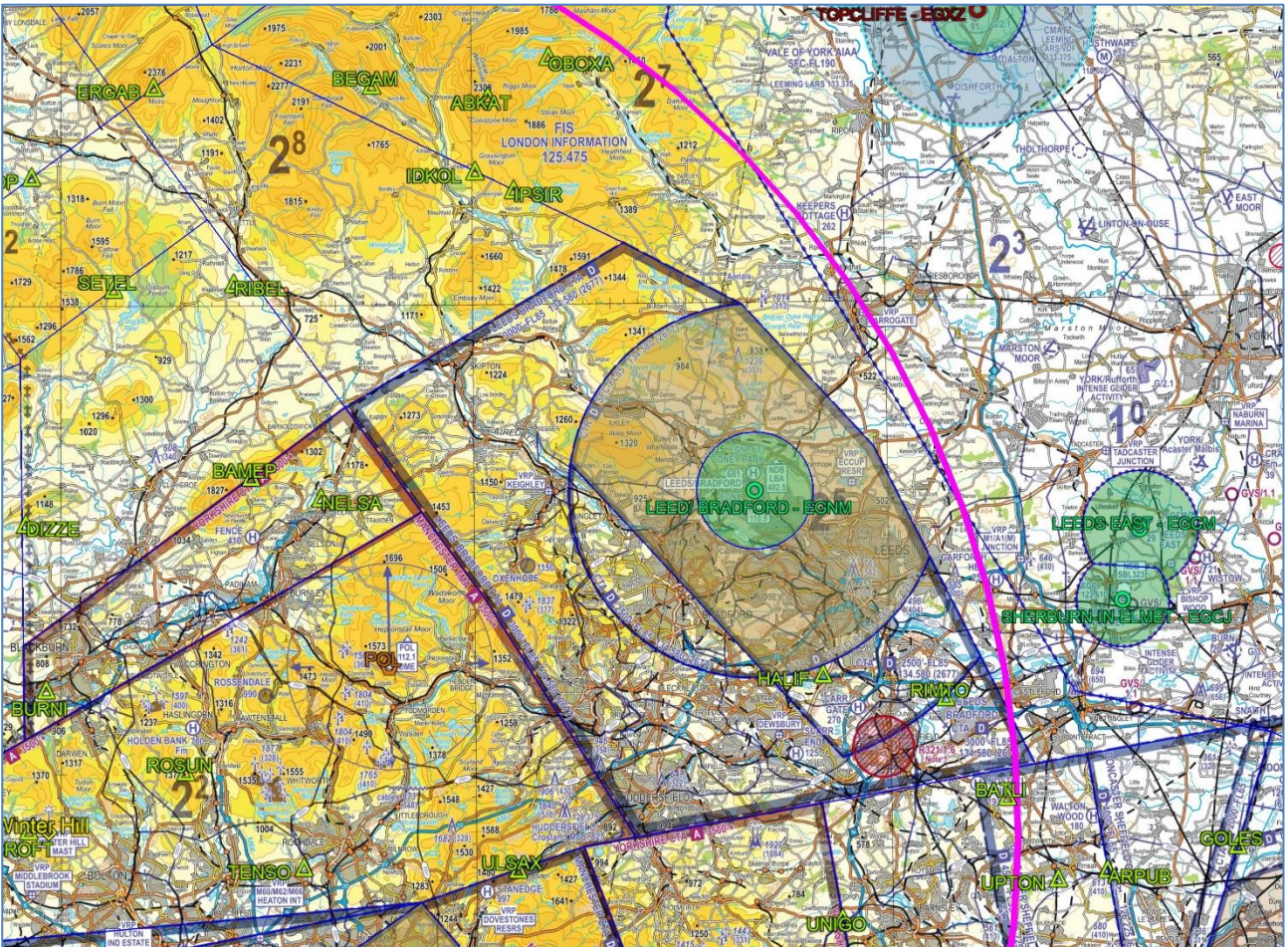


Chart 6 – 250k Charting (77km) UPTON to Stoke on Trent (UTUXA)

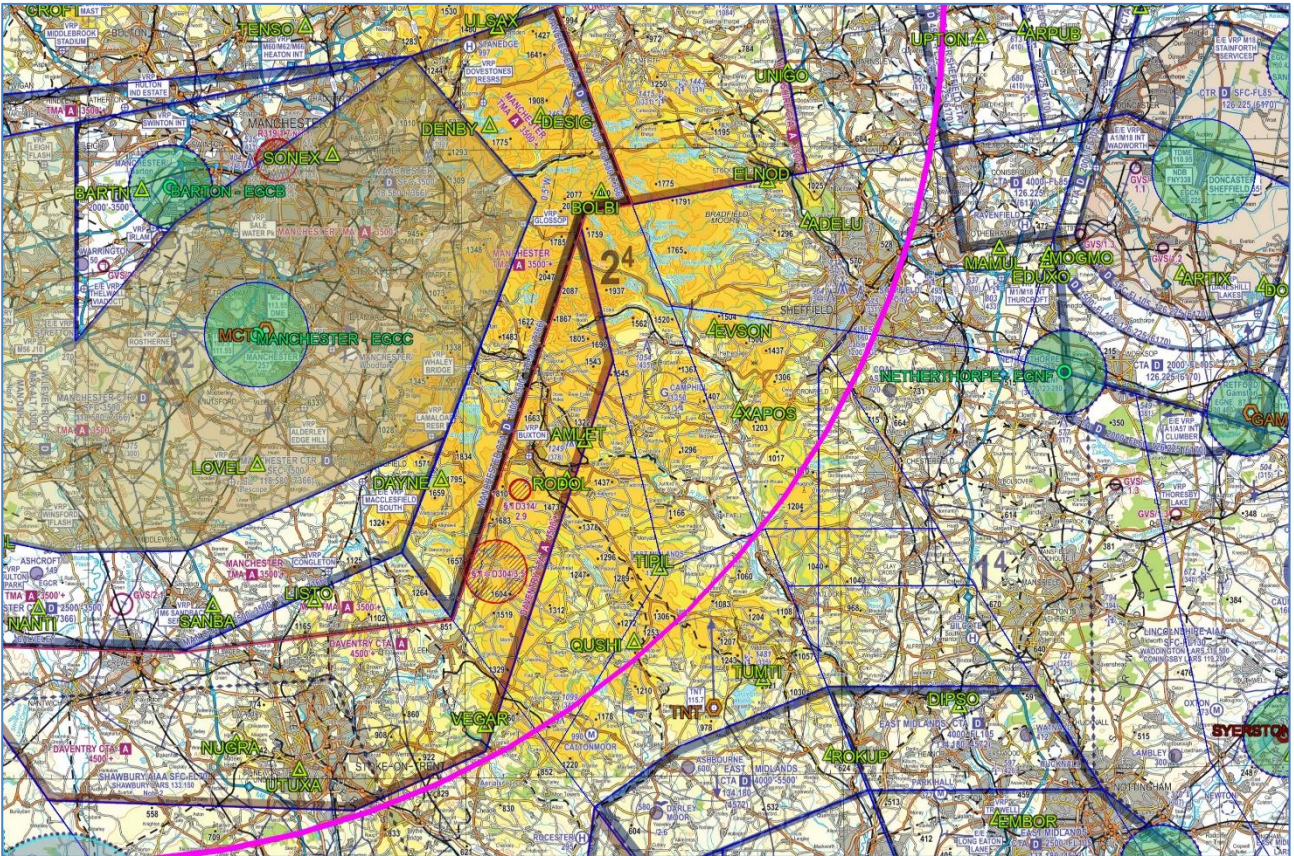


Chart 7 – 250k Charting (77km) Stoke on Trent (UTUXA) to MALUD



Chart 8 – 250k Charting (77km) MALUD to Warton (GETNO)



Chart 9 – 250k Charting (77km) Warton (GETNO) top Walney

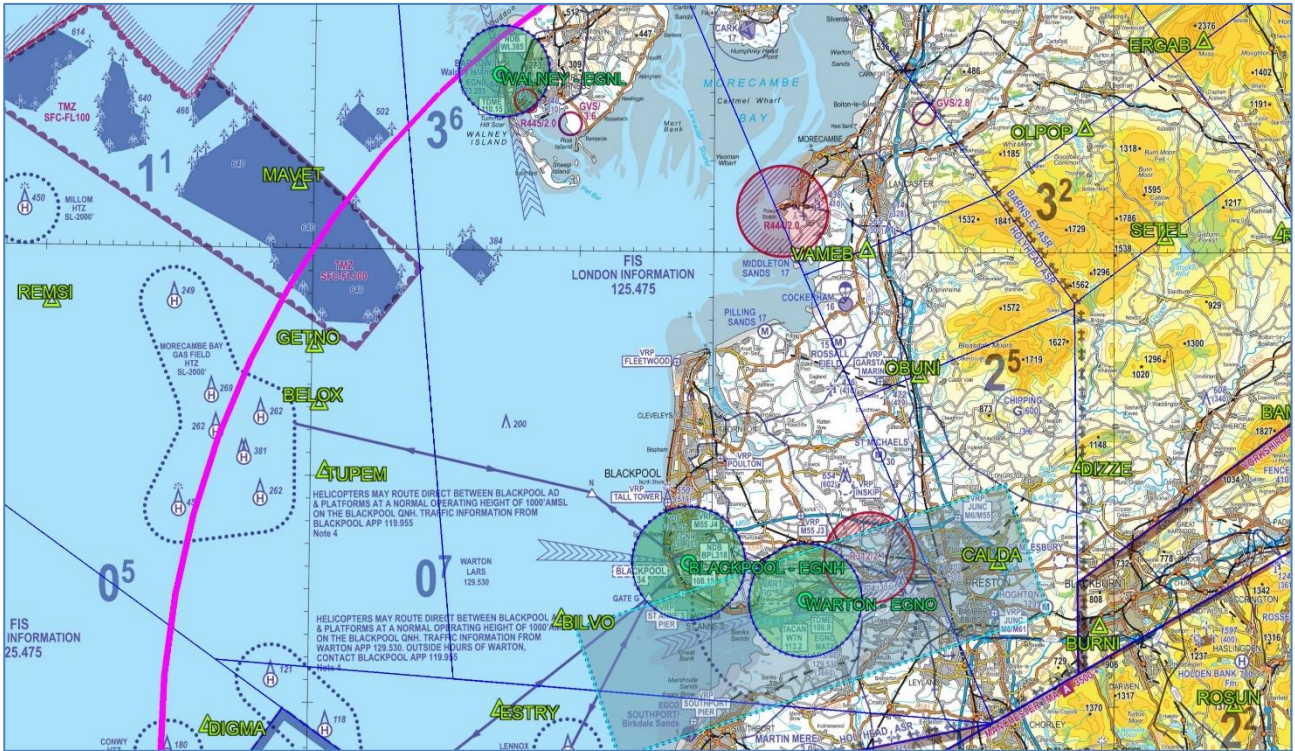


Chart 10 – 500k Charting (40km)

