

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-3955	1.0	11/01/2024	11/01/2024

Civil Aviation
Authority**RADAR TRIAL
LEEDS AREA****CAT Z****Subject to NOTAM: No****Date(s) of activity/Validity:**

15 Jan – 31 Dec 24

Times - ALL TIMES UTC¹

19:00 – 04:00 (18:00 – 03:00)

Vertical Limits:

FL035 – FL250

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: BE20

Callsign: BROxx

NDS Approved:

Not Applicable

Event Sponsor(s):

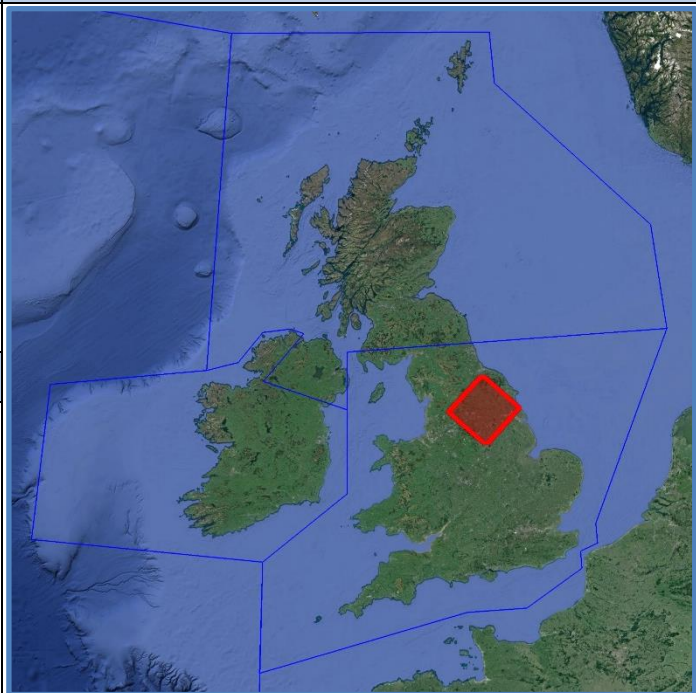
2Excel Aviation
Hangar 3
Doncaster Airport
DN9 3GE
01302 230 486
ops@2excel.uk

Aircraft Operator(s):

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Doncaster Airport
DN9 3GE
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**ATS Units/
Controlling Agencies:**

Leeds/Bradford 0113 391 3282
Prestwick ACC 01294 655300
Swanwick Mil (78 Sqn) – East 01489 612408

*Info: East Midlands, Leeming, Manchester, Teesside***Geographical Limits:****Airspace Reservations:**

EG D323H-K Southern MDA 01489 612495
NSGA 2 Greater Yorkshire See Para 32
NSGA 3 Derbyshire See Para 32

Departure/Destination Aerodrome(s)

EGNJ, 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 required to support an airborne radar trial centred on Leeds East aerodrome.

16. **This ACN replaces ACN 2023-05-0687.**

17. The anticipated flight schedule is:

- a. 2 x 3h/3.5 hour sorties per day
- b. 2 to 3 days per week
- c. Between 1 to 3 weeks of activity within each 4 month period.

18. **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 Air Traffic Service (ATS). Both calls are to include the anticipated patterns and levels required.

19. In addition to the units on Page One, the sponsor should also notify the following units, when operating at the two lower altitudes:

- a. Leeming² 01677 457210
- b. Manchester 0161 209 2836
- c. Teesside 01325 331020

20. **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.

21. **Serials.** The aircraft requires to fly each pattern at varying levels. The levels stated below are optimum however, to increase the chances of integrating with GAT, ATC may suggest close alternatives, noting that the aircraft is required to maintain a constant level whilst engaged on a measure run.

- a. FL035 *See Para 24*
- b. FL050 *See Para 24*
- c. FL150
- d. FL250

22. The aircraft will routinely fly in an anti-clockwise direction along patterns at the following distances from Leeds East:

- a. 3.5nm
- b. 5nm
- c. 15nm
- d. 27nm

² Whilst Leeming is not routinely open at night, the sponsor should contact the unit in normal working hours to ascertain their planned status.

23. **Waypoints.** A list of waypoints for each pattern are contained in Section 4.
24. **Altitude/Flight Level.** Whilst the operator has requested to operate at a Flight Level, for those elements within the Manchester TMA (at FL35 & FL50), the flight will need to be made in reference to an Altitude.
25. **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.
26. **ATS Provision – Outside CAS.** The trial area is within the coverage of the following units:
- | | |
|---------------------------------|-------------------|
| a. Leeds/Bradford | 134.580 MHz |
| b. Prestwick ACC | <i>On request</i> |
| c. Swanwick Mil (78 Sqn) – East | 135.075 MHz |
27. 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.
28. **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 Unit 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) |
|-------------|-----------------------|
29. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
30. **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.**
31. **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.
32. **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

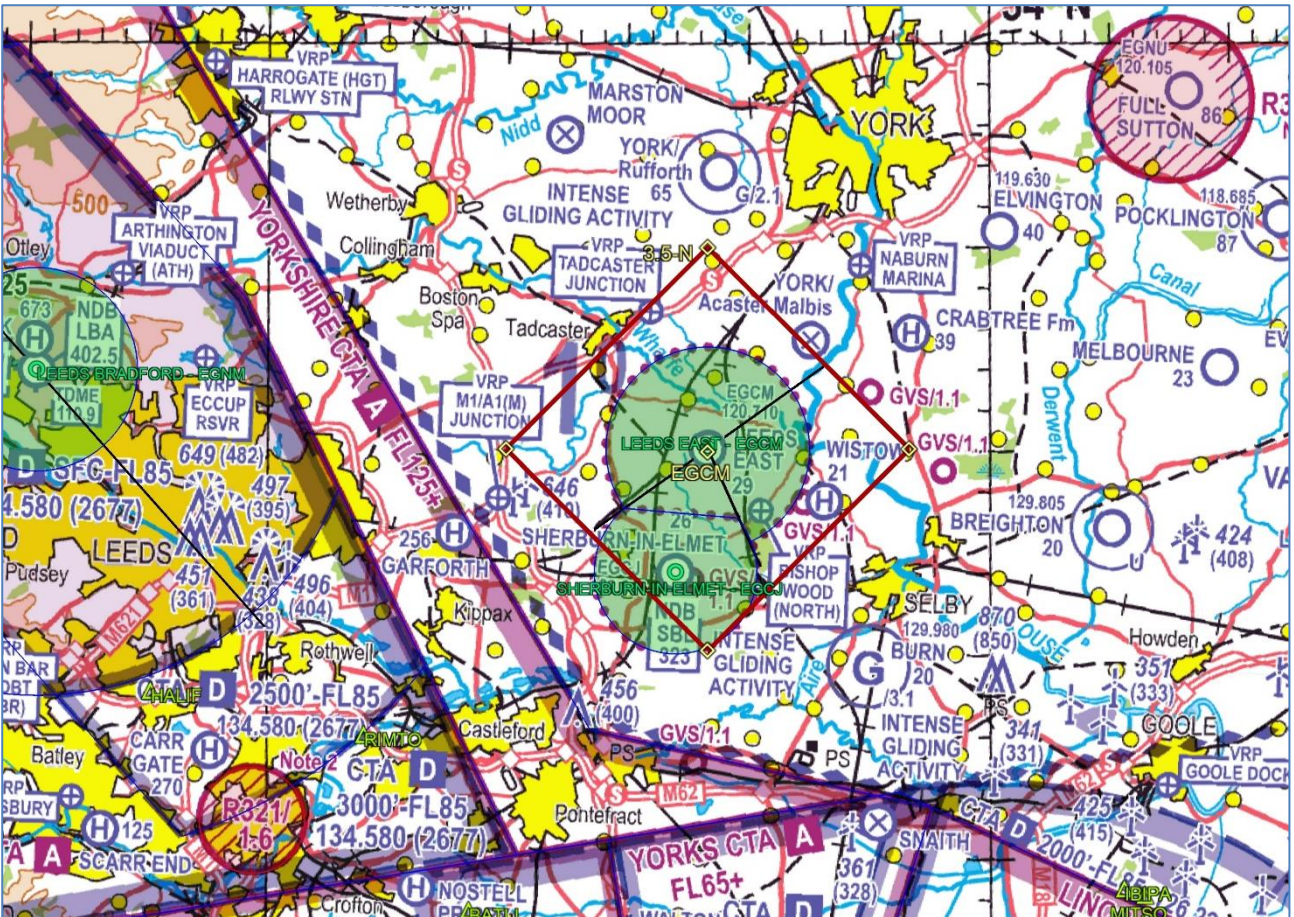
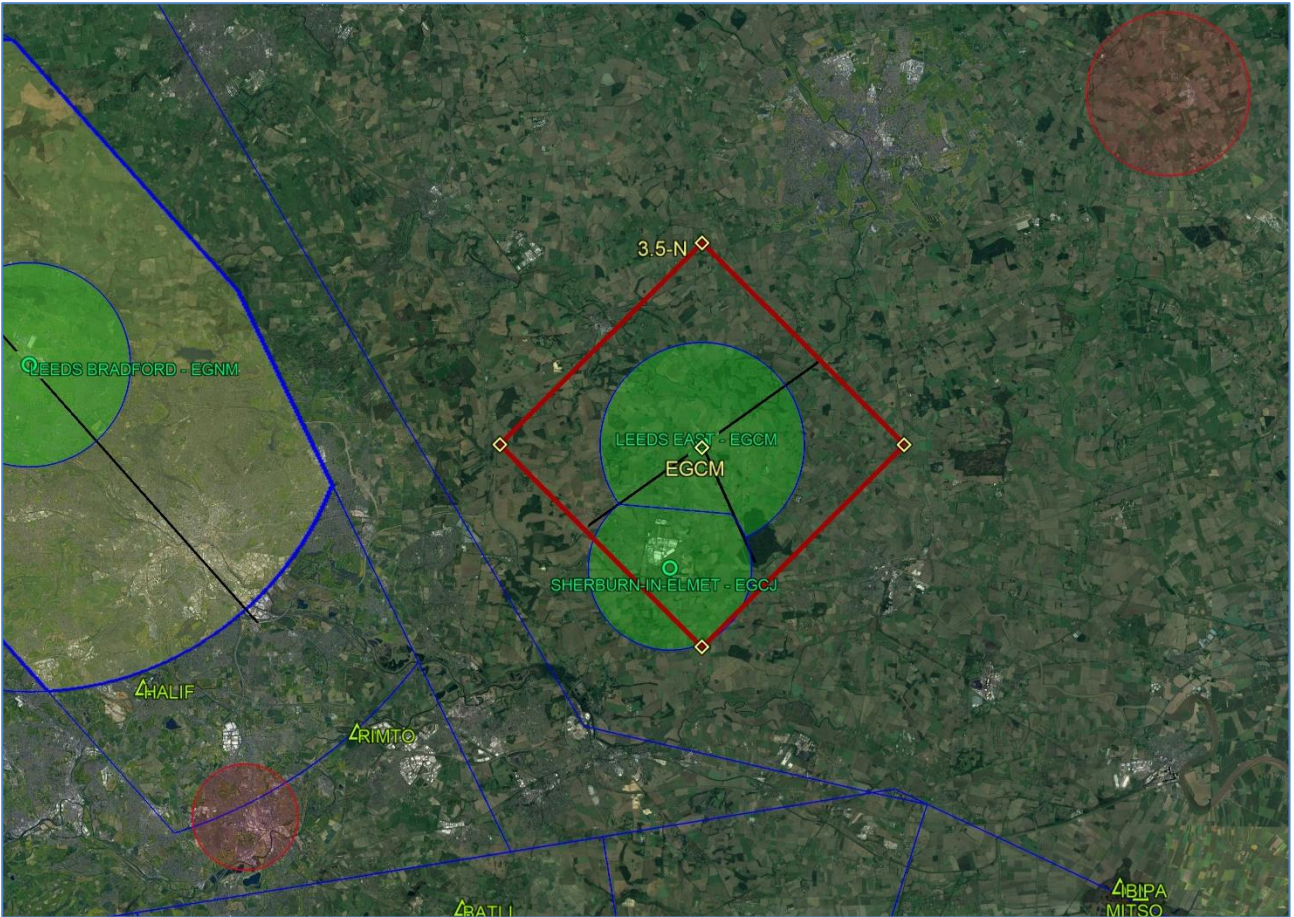
33. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

34. Please note that some of the charts (500k) still depict the airspace of Doncaster AD which is currently withdrawn (by NOTAM). The sponsor should ensure that they consult both the AIP (including AICs and Briefing Sheets) and NOTAM information to ensure that they are aware of the current state of the airspace prior to flight.

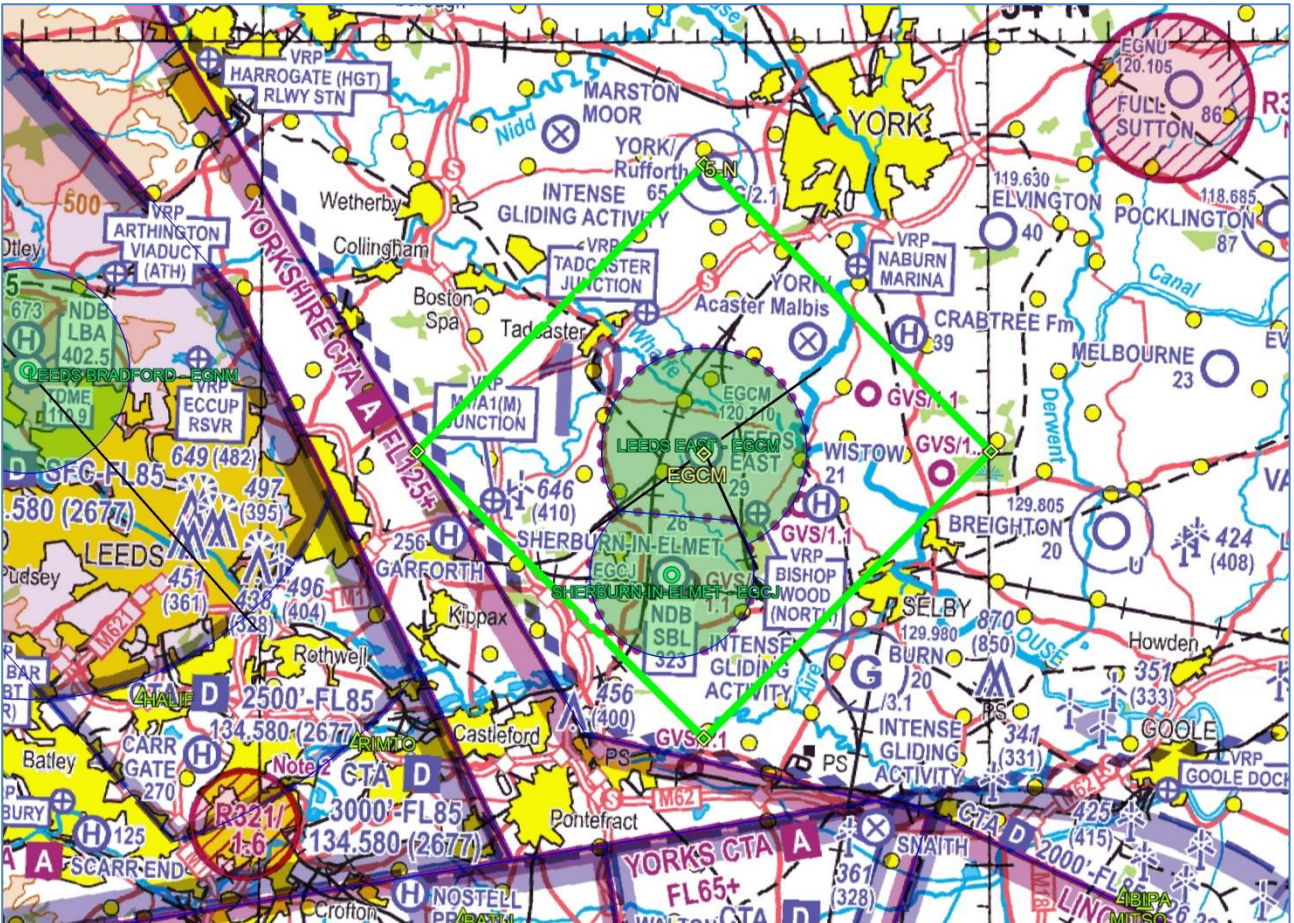
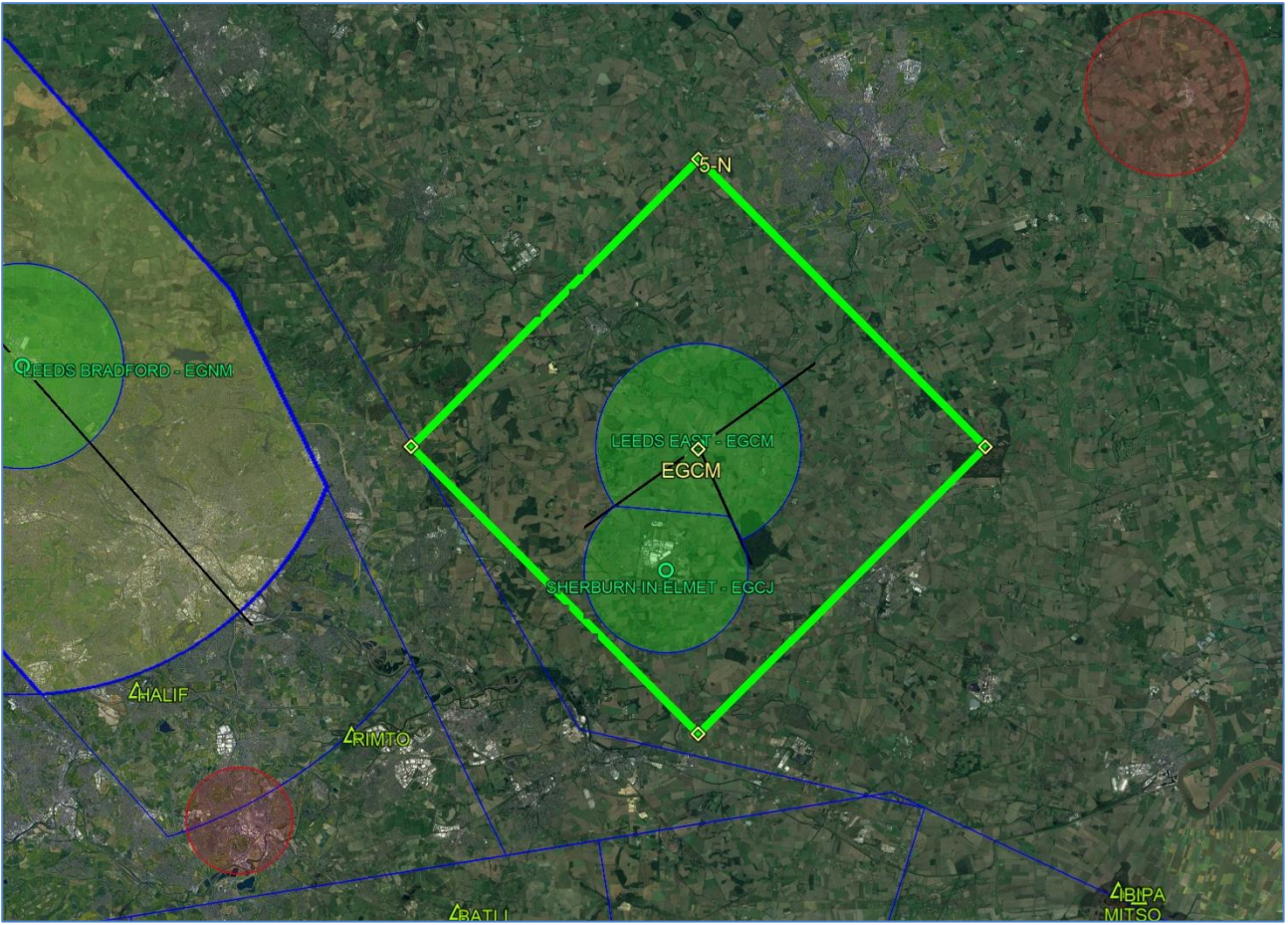
Chart 1 – Overview



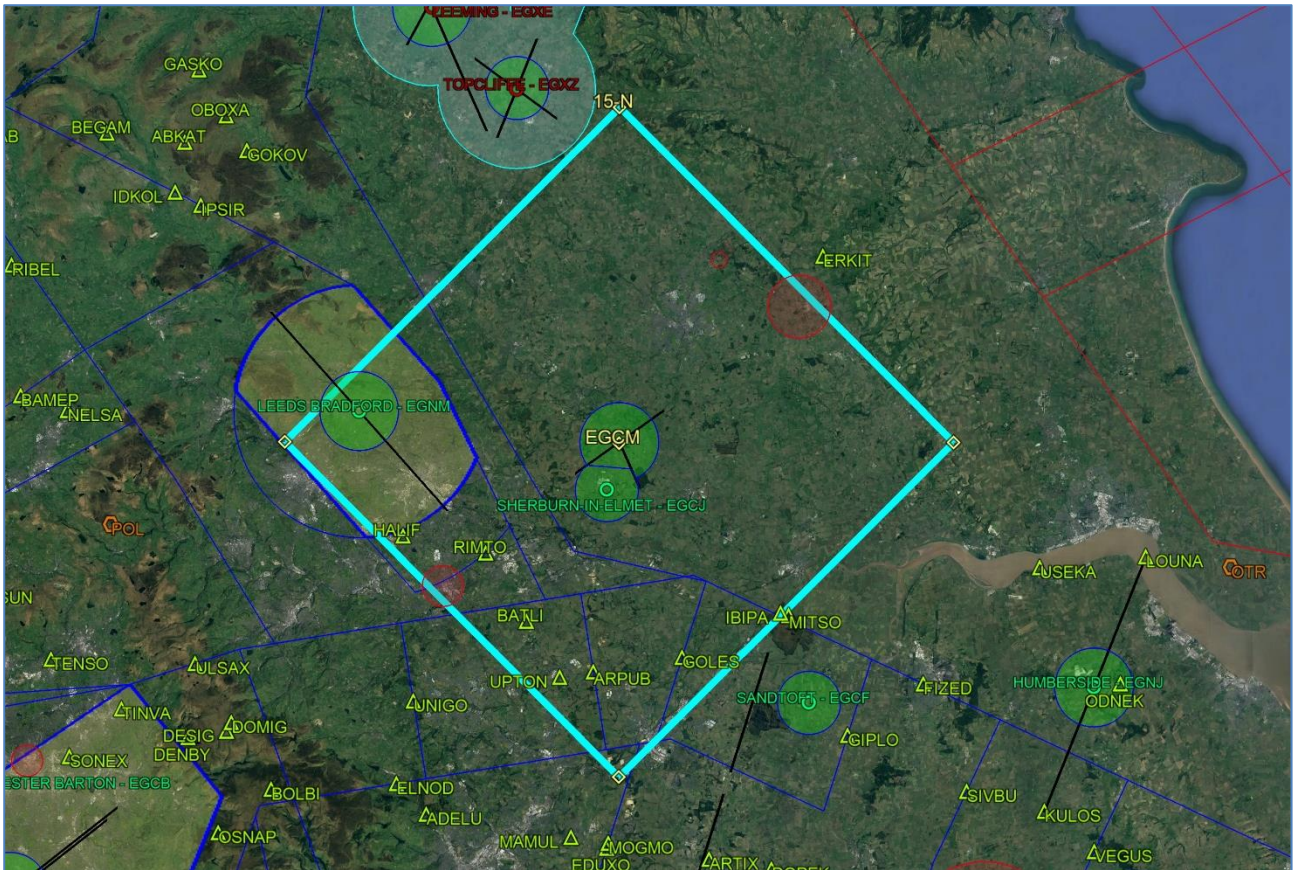
Charts 2 & 3 – 3.5nm Track



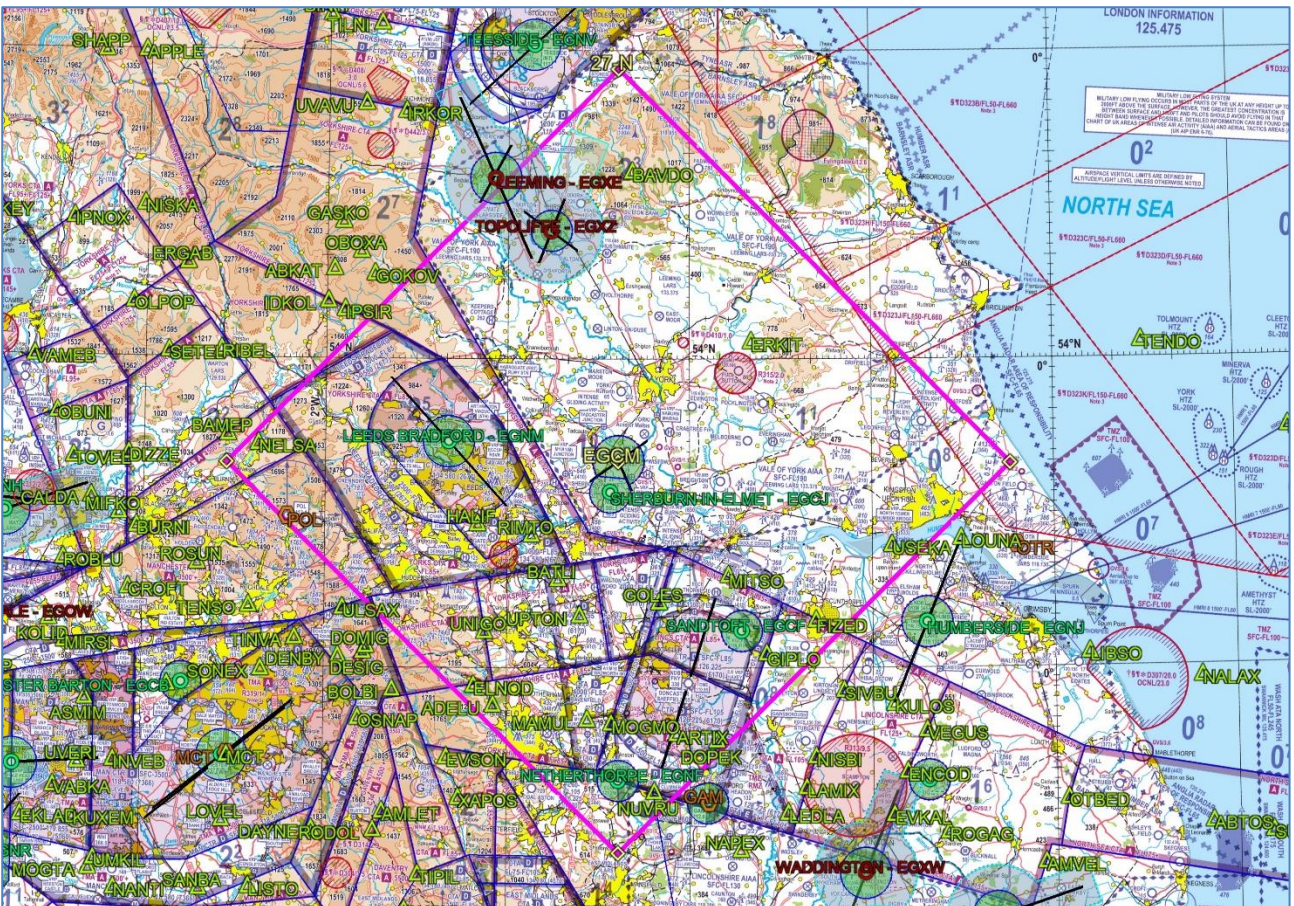
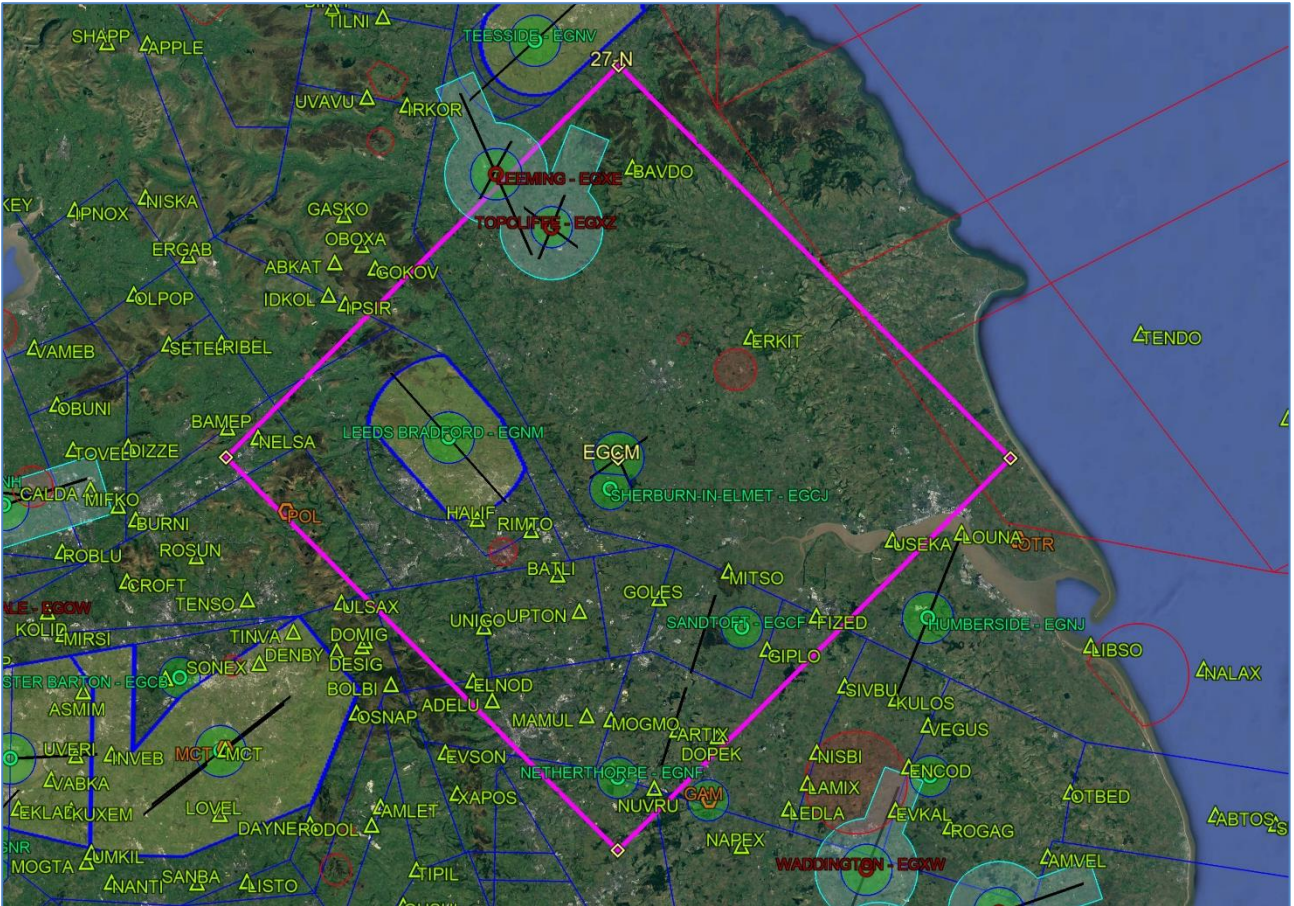
Charts 4 & 5 – 5nm Track



Charts 6 & 7 – 15nm Track



Charts 8 & 9 – 27nm Track



SECTION 4

List of Waypoints. The centre point of all activity is Leeds East (EGCM) 535000N 0011144W

	<u>WPT</u>	<u>Latitude</u>	<u>Longitude</u>
3.5nm	North	53 55 00 N	001 11 44 W
	East	53 50 04 N	001 03 22 W
	South	53 45 08 N	001 11 44 W
	West	53 50 04 N	001 20 06 W
5nm	North	53 57 03 N	001 11 44 W
	East	53 50 03 N	000 59 54 W
	South	53 43 05 N	001 11 44 W
	West	53 50 03 N	001 23 34 W
15nm	North	54 11 14 N	001 11 44 W
	East	53 49 59 N	000 35 52 W
	South	53 28 54 N	001 11 44 W
	West	53 49 59 N	001 47 36 W
27nm	North	54 28 11 N	001 11 44 W
	East	53 49 47 N	000 07 09 W
	South	53 11 57 N	001 11 44 W
	West	53 49 47 N	002 16 19 W