

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-6139	1.0	15/10/2024	11/09/2024

Civil Aviation Authority

Gliding Record Attempt North Wales, Northern Ireland, Scotland

CAT Z

Subject to NOTAM: Yes (by Airspace Regulation)**Date(s) of activity/Validity:**31st October 2024 – 31st October 2025**Times**

Daylight Hours Only

Vertical Limits:Predominantly FL070 - FL195
(Including Controlled Airspace)**Allocated Mode 3A (SSR):**

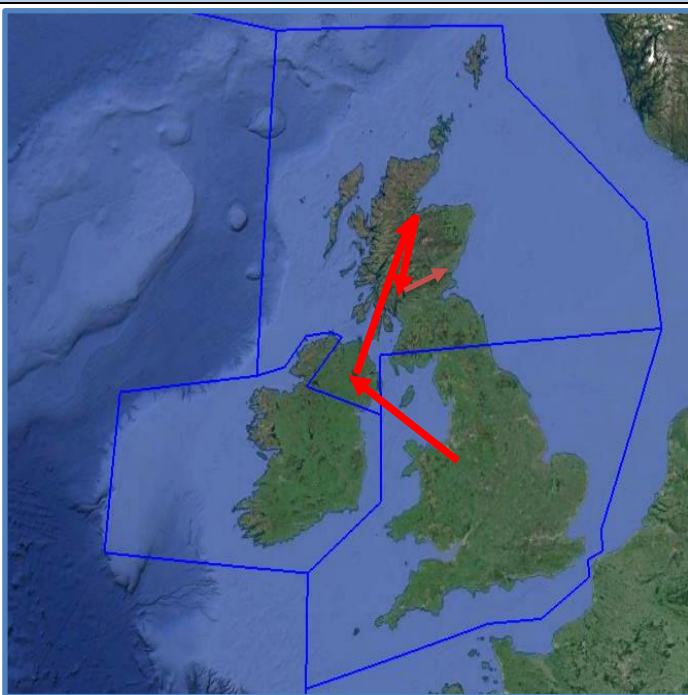
As Issued by Scottish ACC

Aircraft Details:Type: ARCUS M (Self-launch glider, engine equipped)
Callsign: G-ILEW**NDS Approved:**

No

Event Sponsor(s):British Gliding Association
Pete Stratton (Chief Executive)
8 Merus Court, Meridian Business Park, Leicester,
LE19 1RJ
Pete@gliding.co.uk
0116 289 2956**Aircraft Operator(s):**Chris Gill
5 Maeglas,
Denbigh,
Denbighshire,
LL16 3RF
Chrisgill123@hotmail.co.uk
07980 372836**ATS Units/
Controlling Agencies:**

Belfast	02894 484292
Dublin	+353 (1) 844 5962
Inverness	01667 464293
Prestwick ACC	01294 655300
Swanwick Mil (78Sqn) West	01489 612417
Swanwick Mil (78Sqn) North	01489 612943
Valley	01407 762241 x7462
Lossiemouth (Info)	01343 816075

Geographical Limits:**Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)Denbigh Gliding, Lleweni Parc – Lleweni Parc /
Portmoak**ACN Issued by:**

AU3

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) – AU3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. **The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.**

16. This ACN details procedures to be followed to allow access for a glider attempting to break the UK glider distance record. General route of North Wales, Northern Ireland (Belfast), North East across Scotland (routing to Inverness), South West (to Loch Fyne) and then East into Portmoak - the intended flight profile is shown at Chart 1, however, soaring conditions and other considerations will undoubtedly make it unlikely that this route will be flown exactly as depicted.

17. To achieve this record the glider needs to take-off at Lleweni Park and land at Portmoak. The glider will need to enter some portions of Class A controlled airspace, particularly the Holyhead and Strangford Control Area (CTA) to descend the aircraft towards Belfast.

18. **Dates.** 31st October 2024 - 31 October 2025, for an estimated maximum time in the Holyhead and Strangford CTA of 90 minutes. Although the operator hopes to complete this flight on the planned day, if the attempt is unsuccessful further attempts will be made.

19. **Notification.** This flight requires specific weather conditions (mountain wave) to allow the glider to gain the requisite altitude. When the sponsor anticipates favourable soaring conditions they are to contact Scottish ACC 5 days in advance. If these forecast soaring conditions remain, the sponsor is to further contact Scottish ACC 3 days before any attempt. The day before any attempt the aircraft operator is to confirm their plan and, on the day, they are to further contact Scottish ACC at least 2 hours before departure. Any changes to this plan are to be notified to Scottish ACC as soon as possible. At all 3 points the sponsor is to notify Scottish ACC which portions of the Holyhead and Strangford CTAs they will require clearance to enter.

20. **Entry into Controlled Airspace:** Until positive approval has been received to enter CAS, the glider is to remain clear of CAS. Whilst in CAS the glider is to remain on the allocated frequency, display the allocated SSR code and fully comply with any instructions from Scottish ACC, even if this precludes the UK record being achieved.

21. **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.

22. **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. The glider is fitted with 8.33MHz radio and a transponder. On final call, at least two hours before departure a frequency and SSR code will be allocated to the glider by Scottish ACC.

SECTION 3

Area of Operation – ILLUSTRATIVE PURPOSES ONLY – NOT FOR PLANNING/NAVIGATION

Charts highlighting the area of operation are shown below.

Chart 1 – Whole Route



Chart 2 – Route from Wales to Northern Ireland



Chart 3 – Northern Ireland to Scotland

