

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-8419	1.0	10/12/2024	10/12/2024

Civil Aviation
Authority

COMMS TRIAL EAST ANGLIA & LINCOLNSHIRE

CAT Z

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

1 Jan 25 – 31 Dec 25

Times - ALL TIMES UTC¹

09:00 – 17:00 (08:00 – 16:00)

Vertical Limits:

8,000ft AMSL – FL250 see Section 2

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: BE20

Callsign: BRO40 or BRO41

NDS Approved:

Not applicable

Event Sponsor(s):

2Excel Aviation

Hangar 3

Doncaster Airport

DN9 3GE

01302 230 486

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

2Excel Aviation

Hangar 3

Doncaster Airport

DN9 3GE

01302 230 486

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

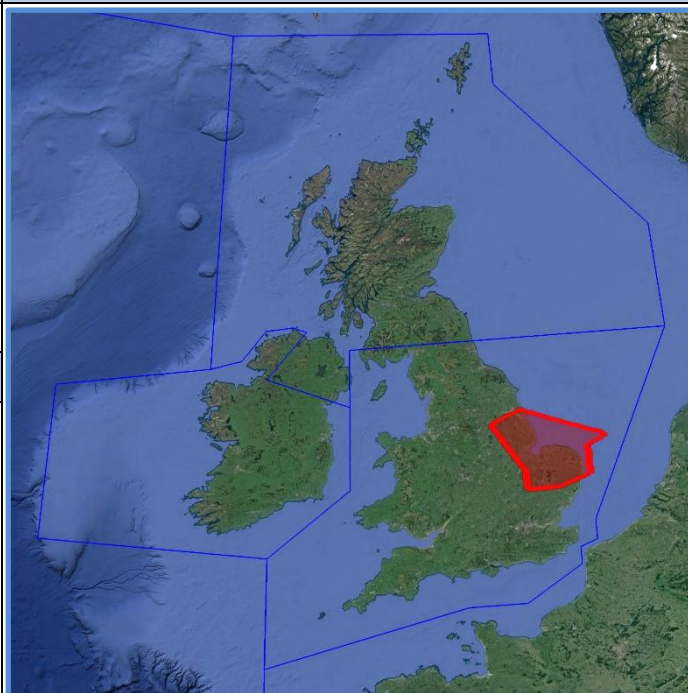
Prestwick ACC 01294 655300

Swanwick ACC – WAS 01489 612420

Swanwick LTC – SWA 02380 401110

Swanwick Mil (78 Sqn) – East 01489 612408

*Info: Coningsby, Doncaster, Humberside, Lakenheath, Marham,
Norwich, Waddington, Wittering*

Geographical Limits:**Airspace Reservations:**

AARA8 The Wash 01489 612495

ATA The Wash -

ATA Lakenheath -

TRA003 East Anglia 01489 612495

TRA006 North Sea South 01489 612495

Departure/Destination Aerodrome(s)

TBC

ACN Issued by:

AU2

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) – AU2
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 MoD sponsored communications trial across East Anglia and South Lincolnshire. The trial consists of two profiles:

- a. Profile 1 FL190
- b. Profile 6a 10,000ft AMSL

16. **This ACN replaces AR 2023-1558.**

17. The listed altitude/levels above are the desired options, however the aircraft may operate between 8,000ft and FL250 to achieve the aim.

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 ATS.

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. **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.

21. **ATS Provision – Outside CAS.** The survey area is within the coverage of a number of LARS units, however availability of an ATS service 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.

22. **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)

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

24. 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.

25. **Danger Areas (DAs).** Access to any DA is subject to military 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.

26. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

27. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

28. **Amsterdam Delegated Airspace (North Sea CTA 3).** North Sea CTA 3 (See [UK AIP ENR 2.1](#)), East of a line running through EMLON – SOPEK – DIBAL, is delegated to Amsterdam ACC. The sponsor shall remain outside of this area if possible, but should penetration be required, Swanwick Mil are to be informed during the prenote. In addition, the pilot is to reiterate their requirement to access that airspace to Swanwick Mil prior to setting up for any Profile 6a run.

NORTH SEA CTA 3 (MOLIX)

532000N 0023000E - 531441N 0031102E - 531029N 0032158E - 523704N 0025356E - 524010N 0023000E - 532000N 0023000E

CLASS A - Lower limit: FL175 / Upper limit: FL195

CLASS C - Lower limit: FL195 / Upper limit: FL245

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. **The airspace is representative at the time of issue.**

Chart 1 – Overview

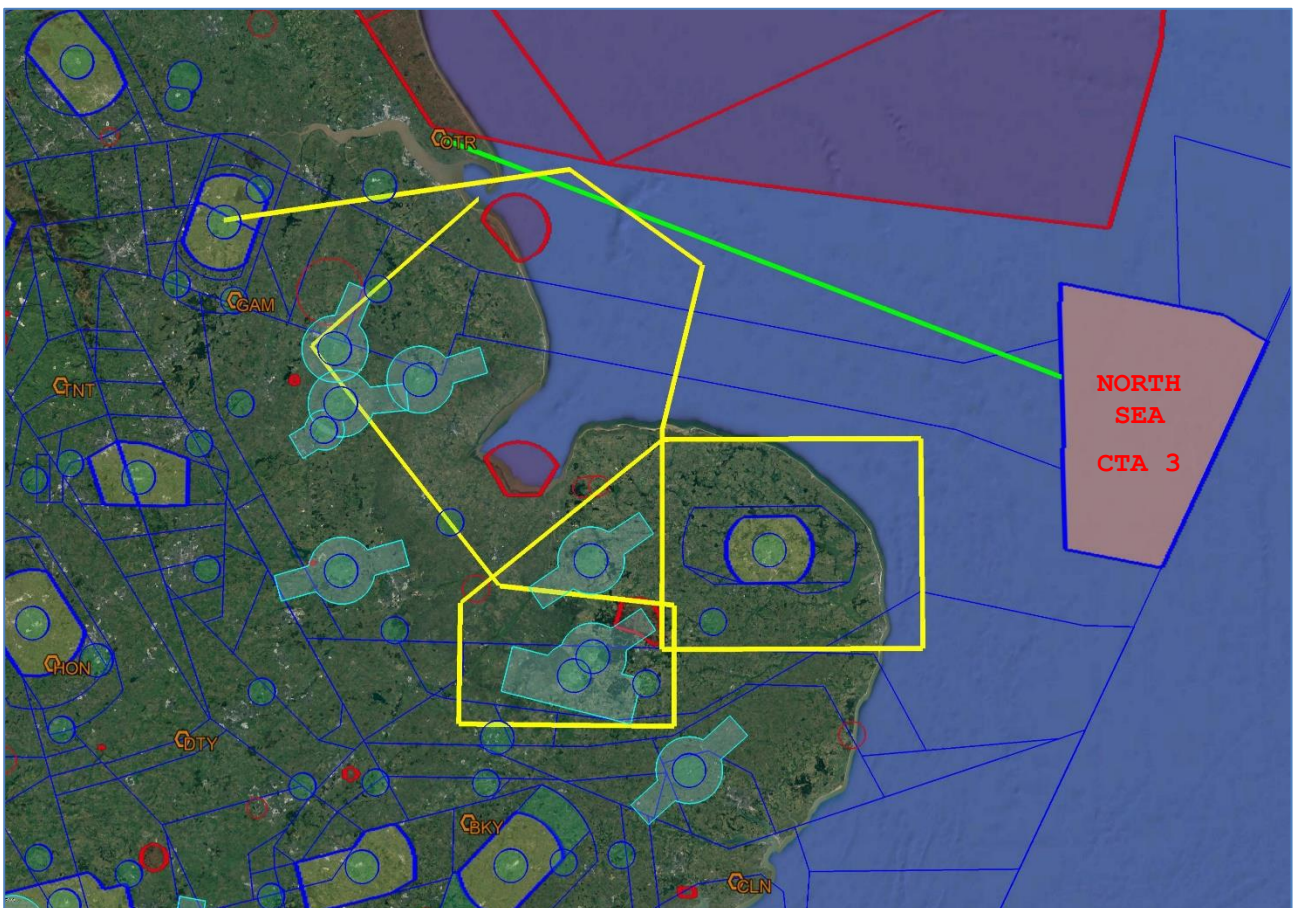


Chart 2 – Profile 1

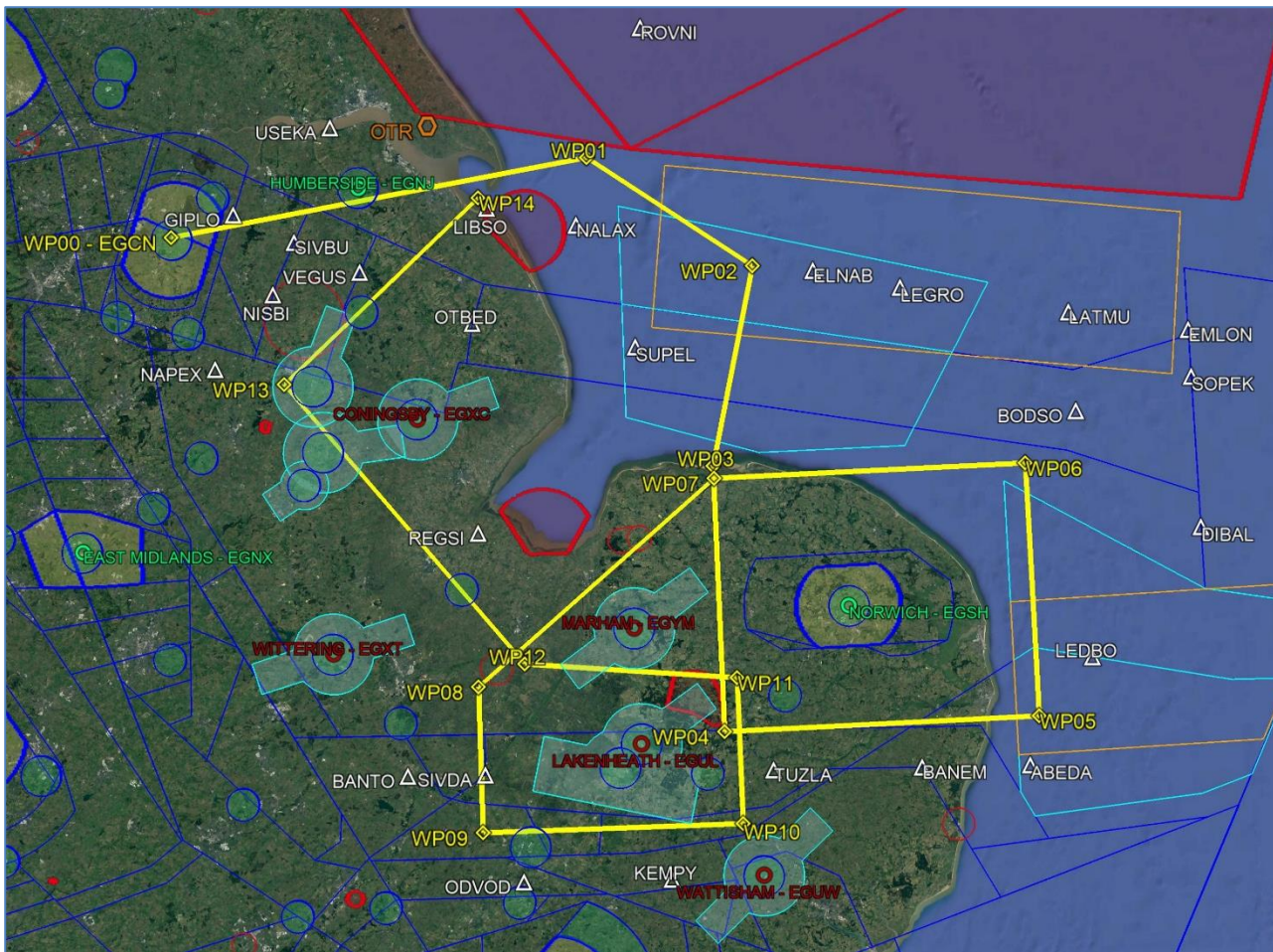


Chart 3 – Profile 6a

*Aircraft may operate up to 2nm south of the indicated track.
Aircraft will operate between 150kts and 180kts*

