

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
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AR-2024-8423	1.0	10/12/2024	10/12/2024
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Civil Aviation Authority

**MOD Comms Check Shawbury Triangle****CAT Z****Subject to NOTAM: No****Date(s) of activity/Validity:**

1 Jan 25 – 31 Dec 25

**Times (ALL TIMES UTC)**

0800-1800

**Vertical Limits:**

2500ft – FL250

**Allocated Mode 3A (SSR):**

Tactically Issued by ATC

**Aircraft Details:**

Type: BE200 / PA31

Callsign: BRO40-49

**NDS Approved:**

Not applicable

**Event Sponsor(s):**

Ministry of Defence

**Aircraft Operator(s):**

2Excel Aviation Ltd

Hangar 3

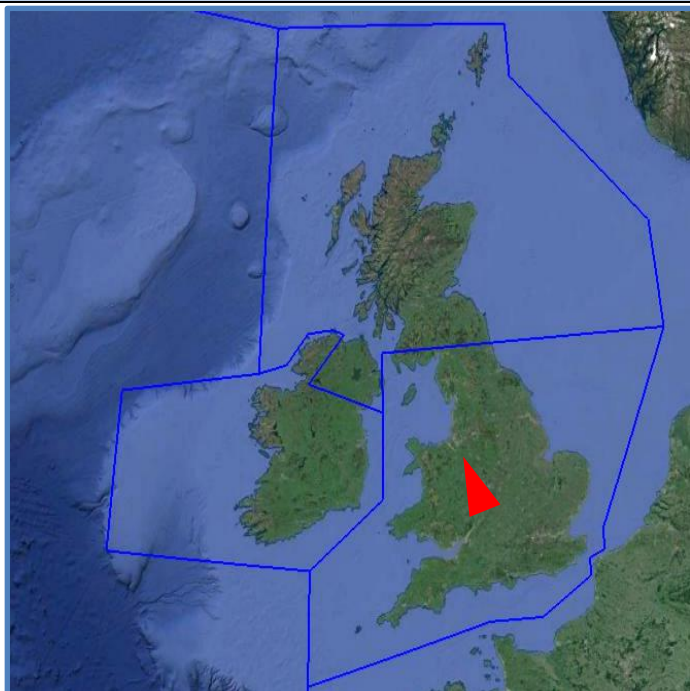
Doncaster Airport

DN9 3GE

+44 (0) 1302 230 500

[ops@2excel.uk](mailto:ops@2excel.uk)**ATS Units/****Controlling Agencies:**

Brize Norton	01993 897878
Birmingham	0121 767 1210
Shawbury	01939 250351 7232
Swanwick ACC – GS West	01489 612413
Swanwick(Mil) – West	01489 612417
Western Radar	01489 445560

**Geographical Limits:****Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)**

EGBJ, EGFF, EGSY

**ACN Issued by:**

AU2

## 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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

**SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**

1. This ACN details the flight profile required to support a communications trial for the Ministry of Defence. It is anticipated that up to three sorties will be flown on any chosen day, operating on task between 0800-1800 UTC.

2. **This is replacement of ACN 2023-08-0588.**

3. **Operating Area.** The waypoints (GLO, OZBOC, KAMJU, AVTIC, INFUS, GLO) give a general indication of the operating area boundary. The intention is to operate clear of controlled airspace, but operational requirements may necessitate a request by the crew to temporarily enter controlled airspace horizontally and/or vertically at some stage during a task.

4. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 4 hours prior to undertaking the task. In addition, the pilot is to contact the appropriate agencies at least 1 hour prior to departure to confirm final details and availability of an ATS.

5. **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.

6. **Air Traffic Service (ATS) Provision – Inside 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.

a. Swanwick ACC            On Request

7. **ATS Provision – Outside CAS.** The survey area is within the coverage of the following units:

a. Brize Norton            124.275 MHz

b. Birmingham            123.980 MHz

c. Shawbury                133.150 MHz

d. Swanwick Mil – West   128.700 MHz

e. Western Radar           132.300 MHz

8. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). 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.

9. **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)

b. EGTTFZC        Western Radar

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

11. Requests for ATC support from Swanwick(Mil) should be made at the earliest opportunity, and not less than 24 hours prior to the flight.

### SECTION 3

#### Area of Operation

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

Chart 1

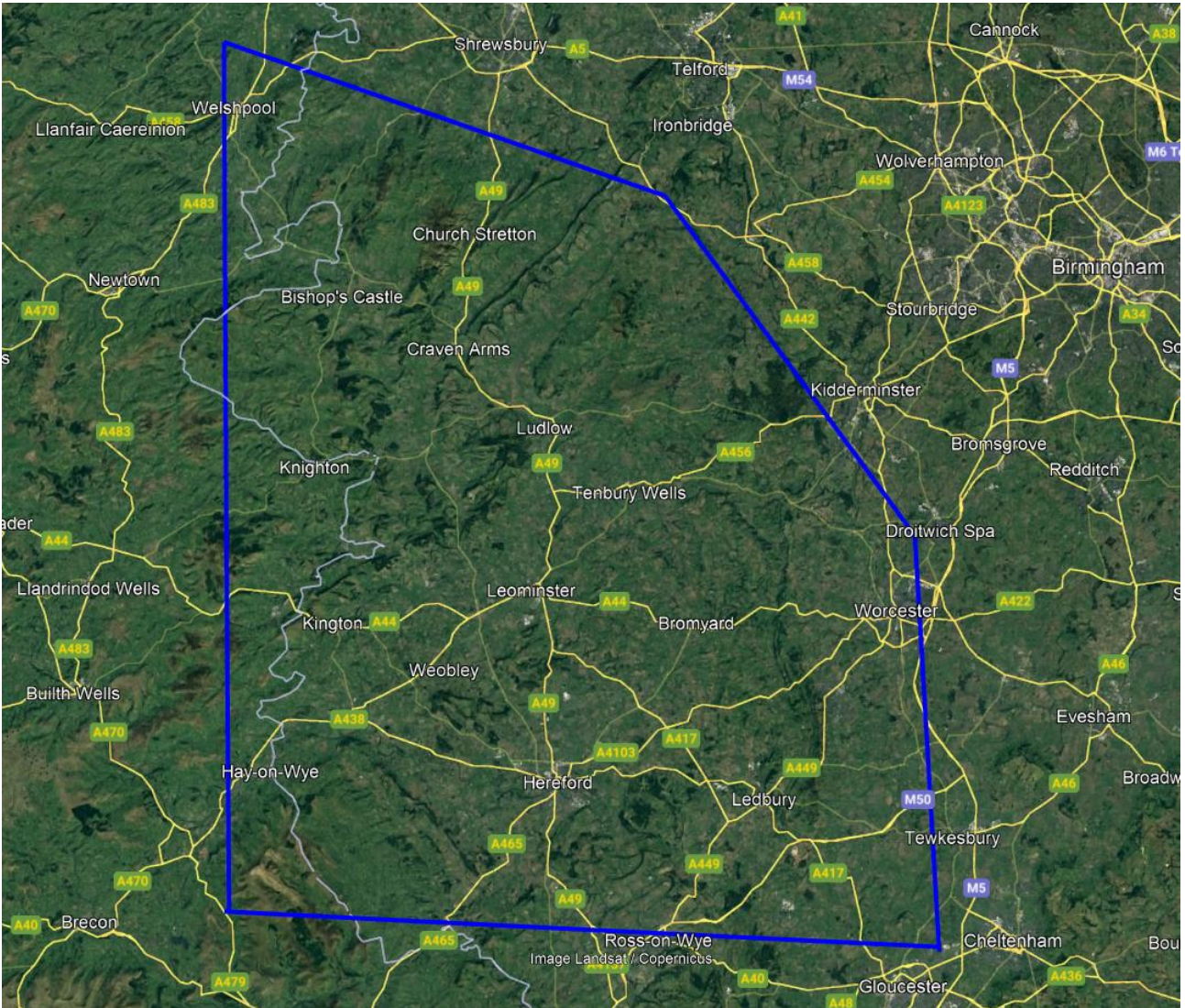


Chart 2

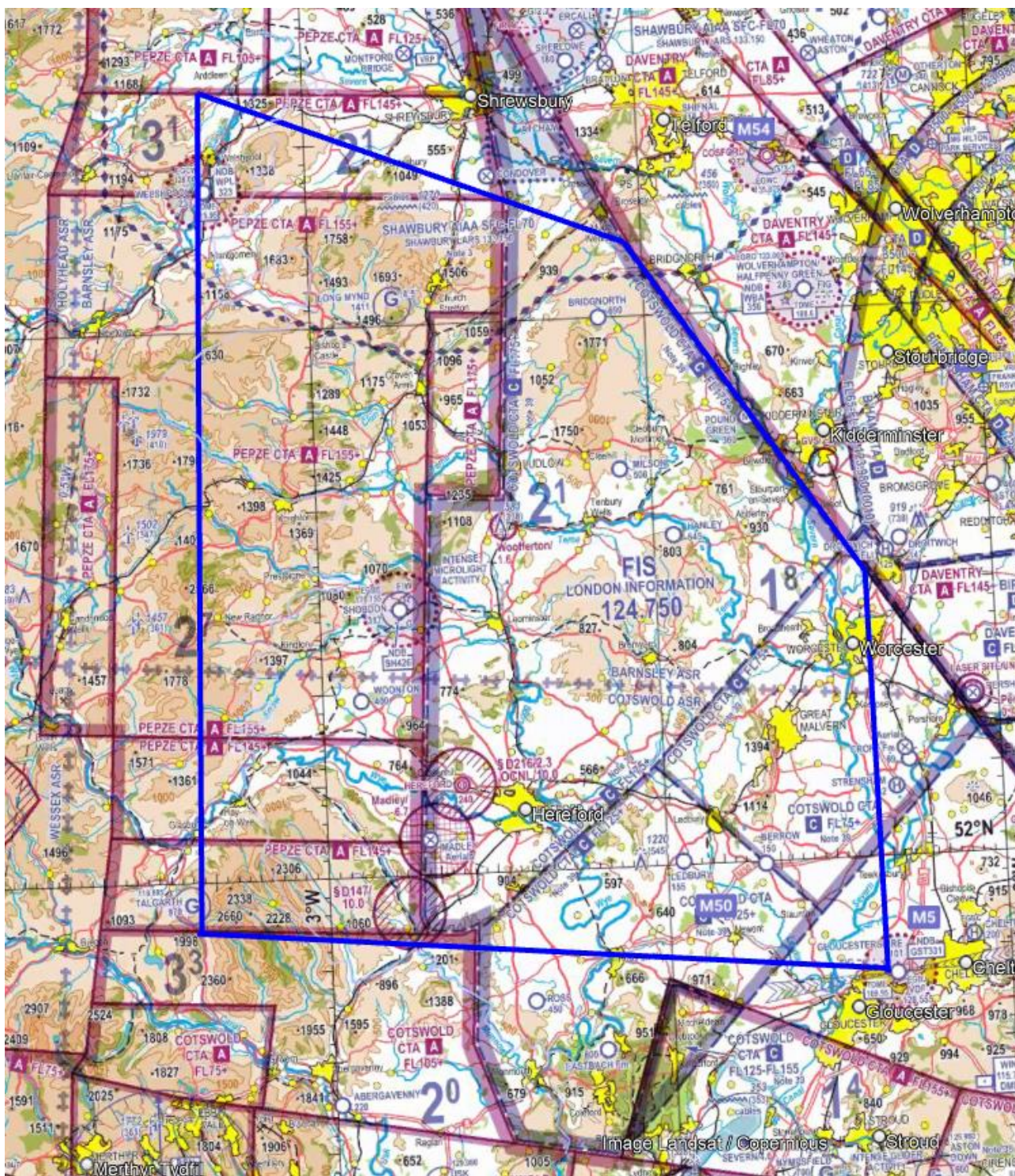


Chart 3

