AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
AR-2026-906	2.0	11/08/2026	21/04/2026

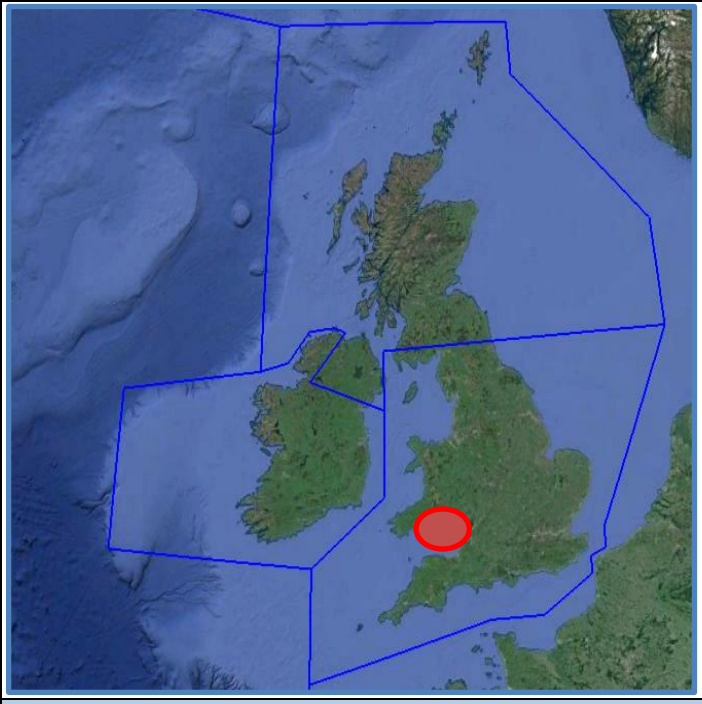
NETWORK TESTING
ST ATHAN (2EXCEL)

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:	Times
01 May – 31 Dec 26	0900 – 1700Z (VMC conditions)
Vertical Limits:	**Allocated Mode 3A (SSR):**
FL060 – FL200	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: BE20 Callsign: BRO41 (or similar)	Not applicable
Event Sponsor(s):	**Aircraft Operator(s):**
2Excel Aviation Hangar 3 Doncaster Airport DN9 3GE 01302230486 ops@2excel.uk	2Excel Aviation Hangar 3 Doncaster Airport DN9 3GE 01302230486 ops@2excel.uk
ATS Units/ Controlling Agencies:	**Geographical Limits:**

Cardiff	01446 712562
St Athan	01446 243940
Swanwick ACC - London Control	01489 612420
Swanwick Mil (78 Sqn) – West	01489 612417



Airspace Reservations:

Departure/Destination Aerodrome(s)	ACN Issued by:
EGSY	AU7

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)
Email: AROps@caa.co.uk

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for testing of communications network ivo St Athan.

16. **Sortie Profile.** Consisting of up to 3 x flights per day, with a flight endurance of between 2 and 3.5 hrs. Continual orbits around a defined location, with up to 2 'run-in passes' forming the Southern portion of the orbit at the end of most flights. Orbit and 'run-in pass' direction will be subject to aircraft equipment fit/orientation, and should be tactically notified to ATC at the beginning of each flight day. The large majority of flights will be conducted at FL100, with exception of PM 22/10/2024, and AM 23/10/2024, when flights are required to be required conducted at FL200.

17. **Orbit locations:** (read in conjunction with Section 3, chart 1-7)

a. St Athan (EGSY) – N51 24.29 W003 26.15 – FL100 & FL200

b. Llantwit Major – N51 24.51 W003 29.12 – FL100

c. Porthcawl – N51 28.75 W003 42.19 – FL100

d. Cardiff Central – N51 28.34 W003 10.43

e. Cardiff North – N51 32.40 W003 10.80

18. **Orbit Diameter:**

a. FL060 = 1.0

b. FL080 = 1.4

c. FL100 = 1.7

d. FL120 = 2.0

e. FL140 = 2.4

f. FL160 = 2.7

g. FL180 = 3.0

h. FL200 = 3.4

19. **Schedule of flights:**

a. 21/10/2024 = 1 x flight (PM)

b. 22/10/2024 = up to 3 x flights (PM FL200)

c. 23/10/2024 = up to 3 x flights (AM FL200)

d. 24/10/2024 = up to 3 x flights

e. 25/10/2024 = up to 2 x flights

20. **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.**

21. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 4 hours prior to departure to confirm final details and availability of an Air Traffic Service (ATS).

22. **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.

23. **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.

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

a. Cardiff Freq – 119.155

b. Swanwick Mil – West Freq – 124.450

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. **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 (78 Sqn)

b. EGTTZFZC Western Radar

27. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM. Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval.

28. **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.

29. **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.*

30. **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).

SECTION 3

Area of Operation

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

Chart 1 – Route overview

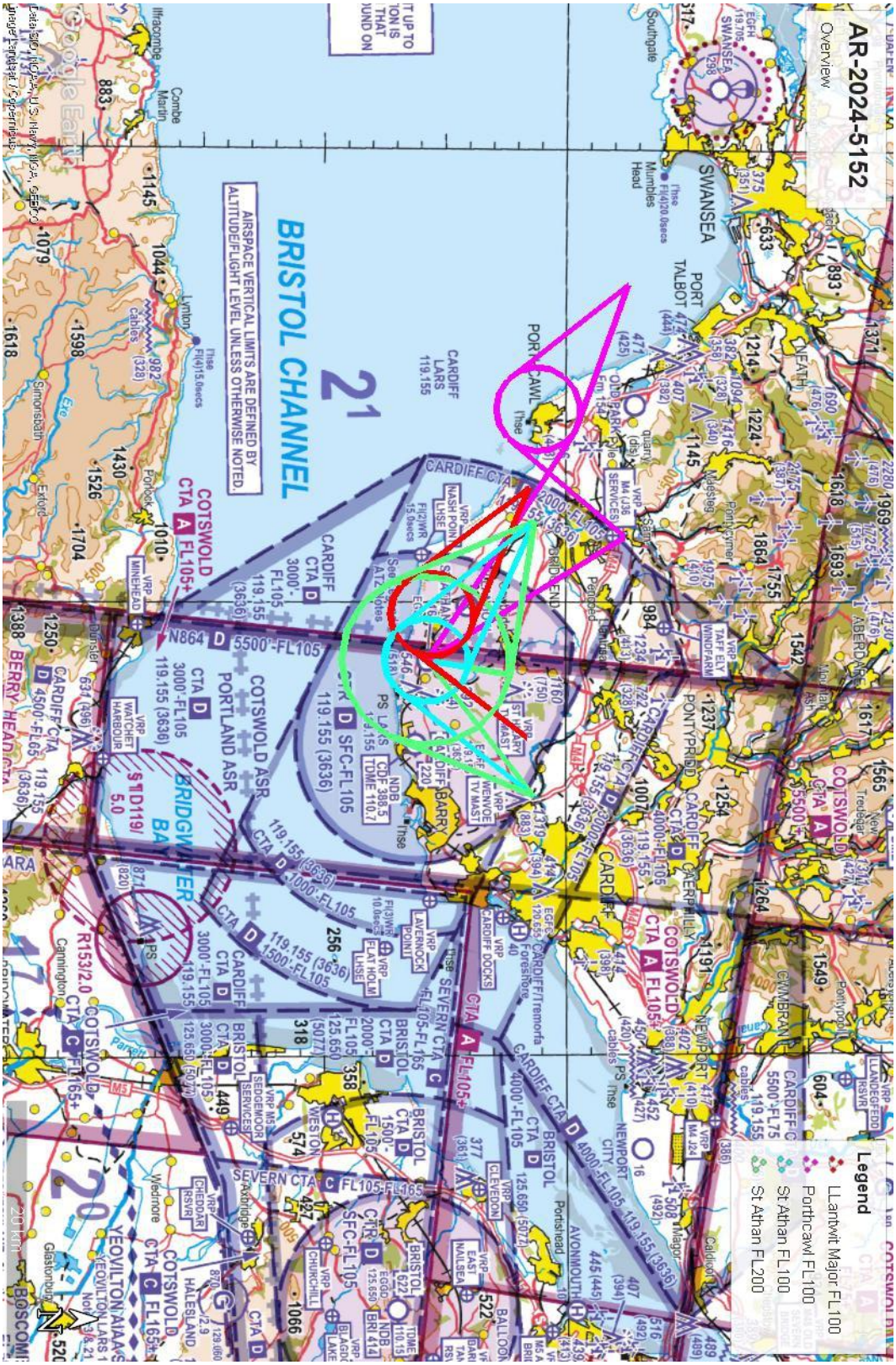


Chart – 2 (St Athan FL200)

Chart – 3 (St Athan FL100)

Chart – 4 (Llanwit Major FL100)

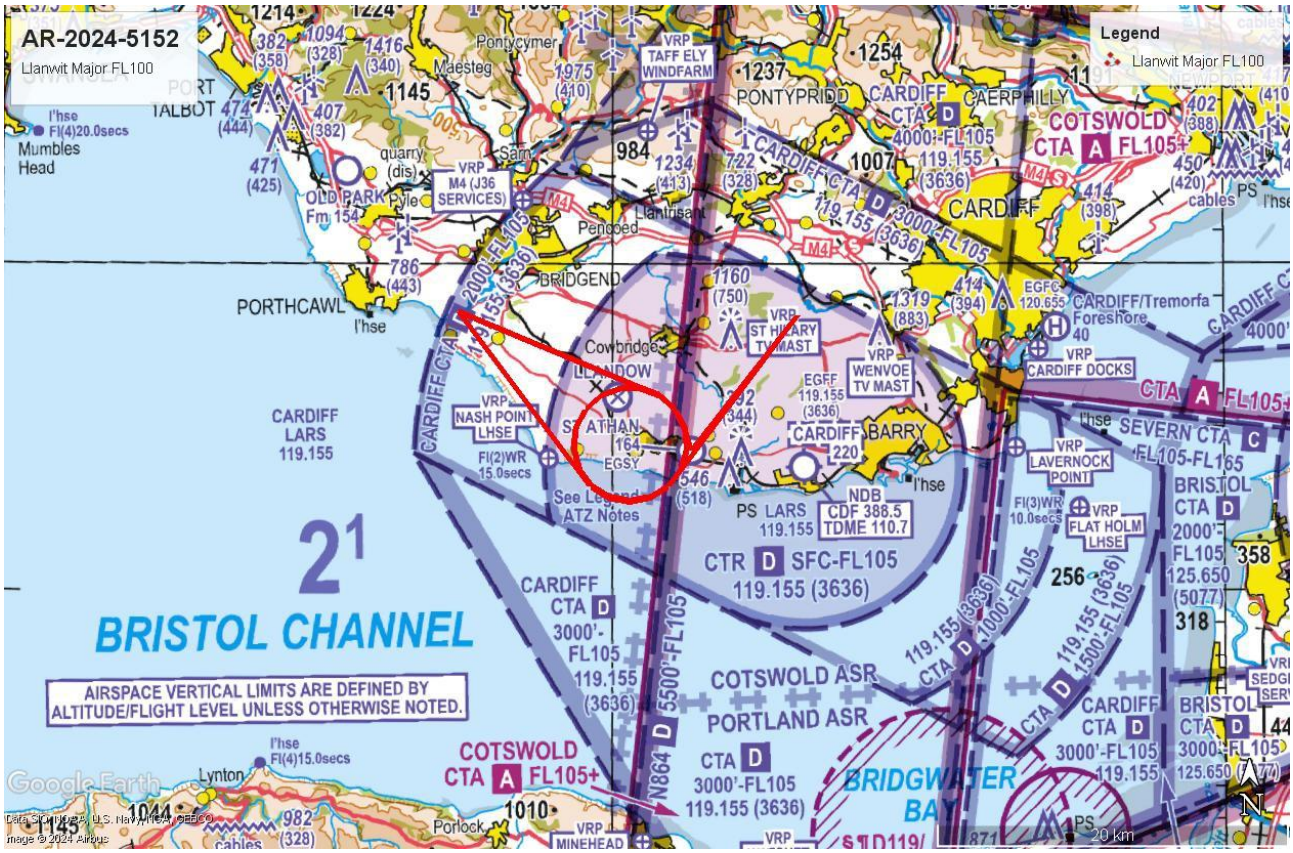


Chart – 5 (Porthcawl FL100)

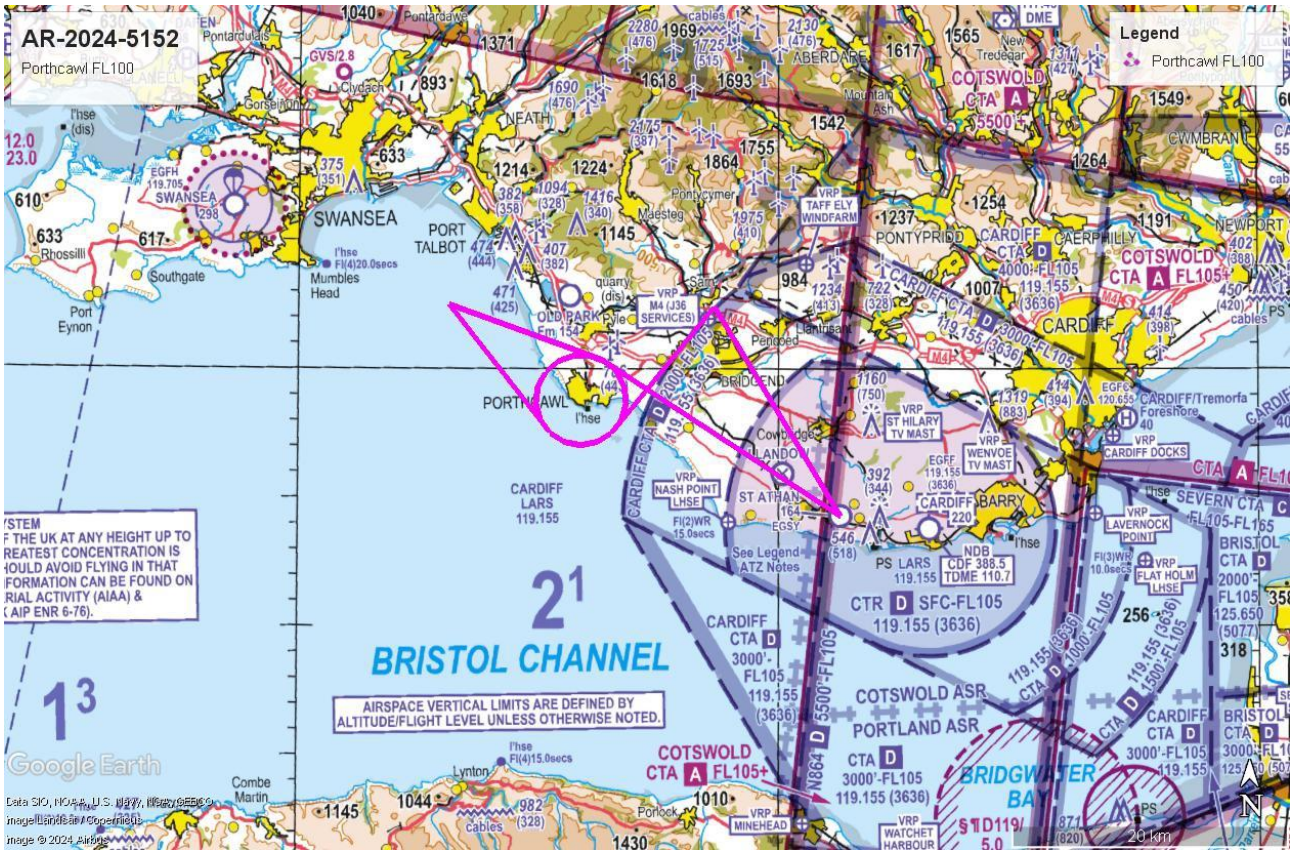


Chart – 6 (Cardiff Central)

Chart – 7 (Cardiff North)