




South East Wales Hang Gliding and Paragliding Club Ltd

Document Title:	Civil Aircraft Notification Procedure (CANP)		
Reference Number:	MP0007	Rev:	1

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BHPA Document



(Using CANP to alert Military pilots to your presence when flying midweek)

We are all required by law to ensure that our flights can be made safely. This means that even if you only plan some ridge-soaring at your local site, you should be aware of any local airspace restrictions and you should take the steps outlined below. If you plan to fly cross-country, then your flight planning will obviously need to include checking a great swathe of the country for possible restrictions.

Whenever you fly you should call Freefone 0500 354802 to check on Royal flights, Red Arrows displays and other Temporary Restricted Airspace (RA[T]).

You should also check Notices to Airmen (NOTAM) for any other activities that may affect your flight. You can subscribe to a NOTAM service or to a twice-weekly Temporary Navigational Warning information bulletins (TNWs) postal service; or you can use the Web to access all the NOTAMs for that day at www.nats-uk.ead-it.com (there's no need to register, just enter the username: 'BHPAuser' and password 'password'). If you use the postal service, you should be aware that details may have changed after the bulletins were printed and posted.

Additionally, if you are flying midweek (other than Bank Holidays in England and Wales) you should let the military pilots know. There are two linked systems for this.

[Note that the marking of sites on charts and CANP are currently under review. Details of any changes will be published here once they have been agreed.]

Five hundred of the busiest flying sites have allocated Site Codes. (The codes for your club's sites will be in your club site guide.) On these sites, it is possible to activate a temporary avoidance zone around the notified site (1nm diameter/1000ft agl) by contacting the Low Flying Booking Cell by 20:00 the day before. (Later submissions will still be passed on to military pilots, but as a warning rather than creating a temporary avoidance zone.)

For all other sites the standard CANP (Civil Aircraft Notification Procedure) should be used if five or more gliders are likely to be operating. This does not establish an avoidance area but it does ensure that military pilots will be alerted to your presence. Because it can take up to four hours to get the information out to all the military pilots before they take off, the notification procedure should be started as soon as possible - ideally the evening before.

In both cases take the following steps:

Use Freephone 0800 515544, or 01780 416001, or e-mail swk-lfoblfbcc@mod.uk. Provide the following details:



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Activity. Hang/paragliding (If the site is one of those with a site code then state 'Hang/paragliding Avoidance Area' here.)

Location: Site grid reference (2 letter 6 figure) and name. (If the site is one of those with a site code then state that first.)

Area of operation. (With the notification system, this is a maximum of 2nm radius. With the avoidance area system, it is always 1nm diameter.)

Date and time flying will start / finish.

Expected number of gliders.

Contact telephone number (ideally a mobile that will work on the site).

Normal contact details (if different to (6)).

You will be given a unique Reference Number to note.

The Low Flying Booking Cell is manned Monday to Thursday 0700-2000 (Local) and Friday 0700-1600 (Local). The LFBC is now closed at weekends. If you use the fax or e-mail, contact out-of-hours you will be called back by phone with the Reference Number when the office is next manned and the associated notification has been passed to military pilots. You can only assume that you have avoidance/notification status once you have received this.

If at any stage, it becomes clear that the site won't be used you should cancel the booking, quoting the Reference Number. Don't cancel the booking if you have published it on social media - another pilot may be using it.

The personnel manning the Low Flying Booking Cell are a helpful bunch whose sole aim is keeping us all safe. If your flying situation doesn't exactly match the criteria above, it is still worth giving them a call for advice - they might still be able to do something to help.

Page last updated: 07 October 2016

Site Name	6 Fig Grid	Site Ref
Abertysswg	SO 141 059	7.053
Bedlinog	SO 100 035	7.119
Bleanavon	SO 218 098	7.055
Blorenge	SO 280 129	7.002
Cwmbran Ty-canol	ST 262 955	7.165
Cwmbran Mountain Air	ST 268 978	7.166
Cwmparc	SS 932 951	7.074
Ebbw Vale	SO 168 065	7.163
Fochriw	SO 098 048	7.164
Garth Hill	ST 113 837	7.079
Gelligaer	SO 116 015	None noted
Hay Bluff	SO 238 356 SO 245 368 SO 245 365	7.005
Machen	ST 225 900	7.086
Merthyr	SO 078 036 SO 079 040	7.094
Mynydd Meio	ST 114 883	7.100
Nant-y-Moel	SS 944 938	7.104
Pandy	SO 319 243	7.003
Pontlloctyn	SO 116 051	None noted
Rhigos	SN 926 031	7.110
Sugar Loaf	SO 271 166	7.039
Talybont	SO 058 191	None noted