

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-06-0162	2.0	22/09/2021	21/05/2021

RADAR FLIGHT TRIAL & COMMISSIONING VALLRY PSR

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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21 st June 2021 – 31 st October 2021	08:00-18:00
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Vertical Limits:	Allocated Mode 3A (SSR):
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1,500ft – 30,000ft RVN see section 2	Tactically Issued by ATC
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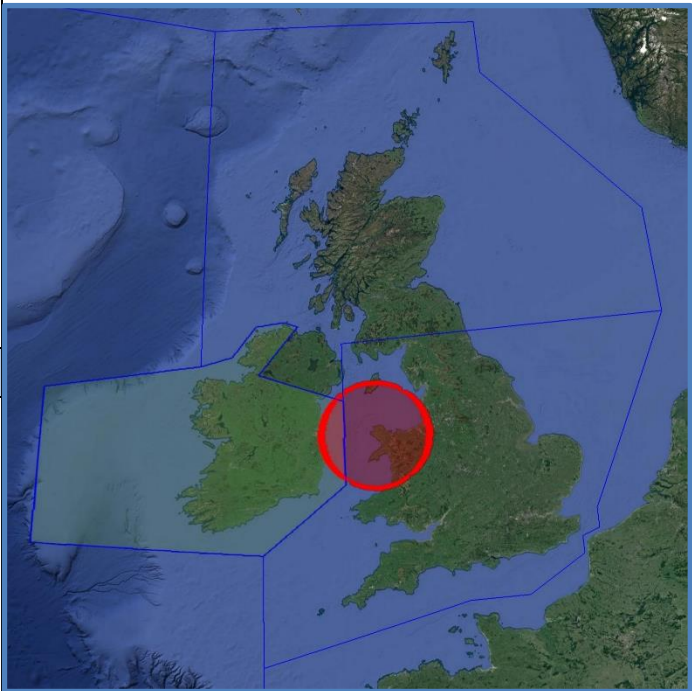
Aircraft Details:	NDS Approved:
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Type: B200 Callsign: CLBxxx	Yes subject to the conditions in section 2
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Event Sponsor(s):	Aircraft Operator(s):
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Thales Flight Inspection Service Hangar 3 Teesside International Airport Darlington DL2 1NL 01325 335346	The Operations Officer Thales Flight Inspection Service Hangar 3 Teesside International Airport Darlington DL2 1NL 01325 335346
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Aldergrove 028 9448 4292 Hawarden 01244 522012 Isle of Man 01624 827548 Liverpool 0151 907 1542 Manchester 0161 209 2836 Prestwick ACC 01294 655300 Swanwick Mil (78 Sqn) – West 01489 612417 Valley 01407 762241 x7462	
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Airspace Reservations:

EG D201A Aberporth See Para 32 EG D201B Aberporth See Para 32 EG D201C Aberporth See Para 32 EG D201G Aberporth See Para 32 EG D201H Aberporth See Para 32 EG D201J Aberporth See Para 32 EG R311 Capenhurst SI 1003/2016 Holyhead CTA14 & 20 – Delegated to Dublin
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGNV, EGOV	AS3
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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(Mil), Swanwick Mil (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) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials required to conduct a calibration of the STAR NG Primary Search Radar (PSR) at RAF Valley. The radar is located within the aerodrome boundary.

16. **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.

17. **Priority.** This flight has been granted Non-Deviating Status (NDS), (CAP 493 – Section 1, Ch4, Para 17 refers), subject to the following caveats:

- a. NDS applies whilst the aircraft is established on a measured run within the London FIR/UIR
- b. At all other times, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers,) and attracts no priority over standard traffic. In order to reduce the impact to other airspace users, the controlling authority may request that the pilot hold, or accept radar vectors in order to make best use of the airspace, or to reduce overall delays.

18. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value will then need to be added or subtracted, (value to be confirmed by the sponsor prior to departure), and the converted to a flight level (if above the transitional altitude). The sponsor is responsible for this conversion and confirm the exact requirement with the controlling agency prior to each run:

- a. 30,000ft AMSL
- b. 20,000ft AMSL
- c. 10,000ft AMSL
- d. 5,000ft AMSL
- e. 3,000ft AGL Valley Elevation – 36ft
- f. 1,500ft AGL Valley Elevation – 36ft

19. **RVSM Status.** **The calibrator is Negative RVSM (RVN)** for the entire duration of the flight.

20. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary between subsequent days, however as a general rule, only one radial will be flown on any single day. Whilst the sponsor may opt for any radial, the expected radials are listed below:

- a. Primary: A single radial between 200°T and 235°T
- b. Back Up: A single radial between 330°T and 343°T
- c. Back Up: 087°T

21. The number of runs will vary dependent on the success other profiles. As a guide, it is anticipated that between 2 and 6 runs will be required at each level. The maximum range from the radar overhead that a run will commence is 60nm, with runs terminating prior to, at or -2nm past the radar overhead.

22. **Orbits.** A minimum of one orbit will need to be flown at 5,000ft AMSL at a range of 15nm from the radar head. The orbit will be flown anti-clockwise however the start position is flexible to ATC requirements.

23. **Dublin CTA & Shannon FIR.** This version (2.0) will not require access to the Shannon FIR.

24. **EG R311 (Capenhurst).** For access Capenhurst, separate approval is required under the Air Navigation (Restriction of Flying) (Nuclear installations) Regulations 2016. This can be arranged via initial email to AROps@caa.co.uk quoting this ACN and requesting a nuclear installations exemption. Please note that applications may take up to 28 days to process.
25. **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.
26. **ATS Provision – Outside CAS.** The survey area is within the coverage of the following units:
- | | |
|----------------|-------------|
| a. Aldergrove | 128.500 MHz |
| b. Hawarden | 120.055 MHz |
| c. Isle of Man | 135.905 MHz |
| d. Liverpool | 119.855 MHz |
| e. Manchester | 118.580 MHz |
27. Availability of an ATS service 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.
28. **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. EGTTFZC | Western Radar |
29. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
30. Swanwick Mil (78 Sqn) have agreed to support this activity, subject to controller availability, based on the projected dates and times specified above.
31. **Danger Areas (DAs).** Whilst activity within a DA is subject to military tasking, this trial and commissioning calibration is to support the military mission. As such, the range authority is requested to afford the flight as much priority as possible in order to bring the radar to operational status. For the EG D201 complex, 01239 813219 (Radar Room) should be used for tactical coordination, whereas bookings or enquires should be made via 01239 813480 (Range Control).
32. **Temporary Danger Areas (TDAs).** Whilst a TDA may be established at any time, there is one complex that will potentially be in operation during the period of this flight calibration & certification check. EG D398A-F has been established in the vicinity Caernarfon. Due to the activity taking place within EG D398, should this danger area be activated, access will be refused. The sponsor is to check the AIS website (<http://www.nats-uk.ead-it.com/public/index.php.html>) for the most up to date information on TDA's. Activation times shall be notified via NOTAM.

SECTION 3

Area of Operation

33. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview

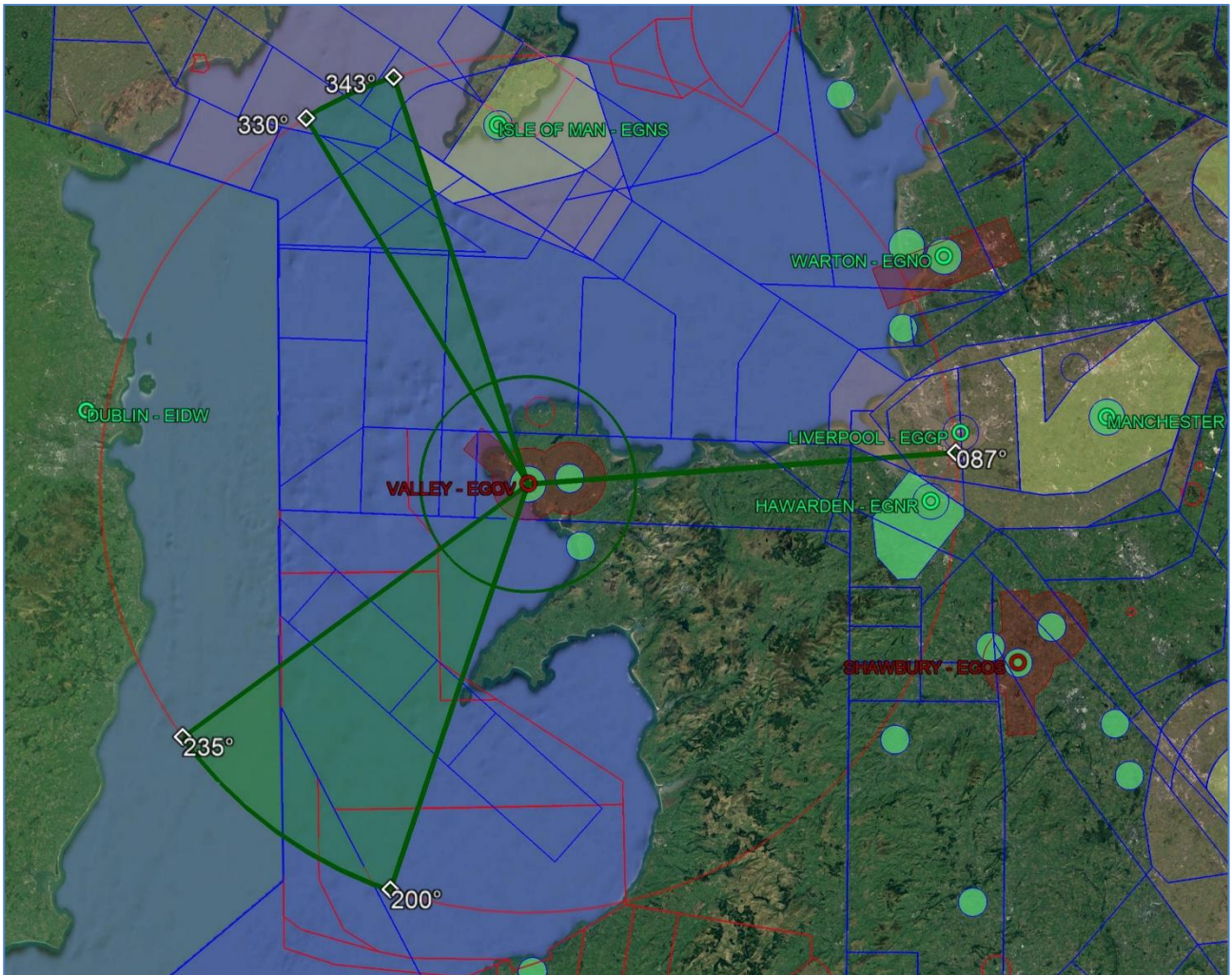


Chart 2 – Radials 330° to 343°

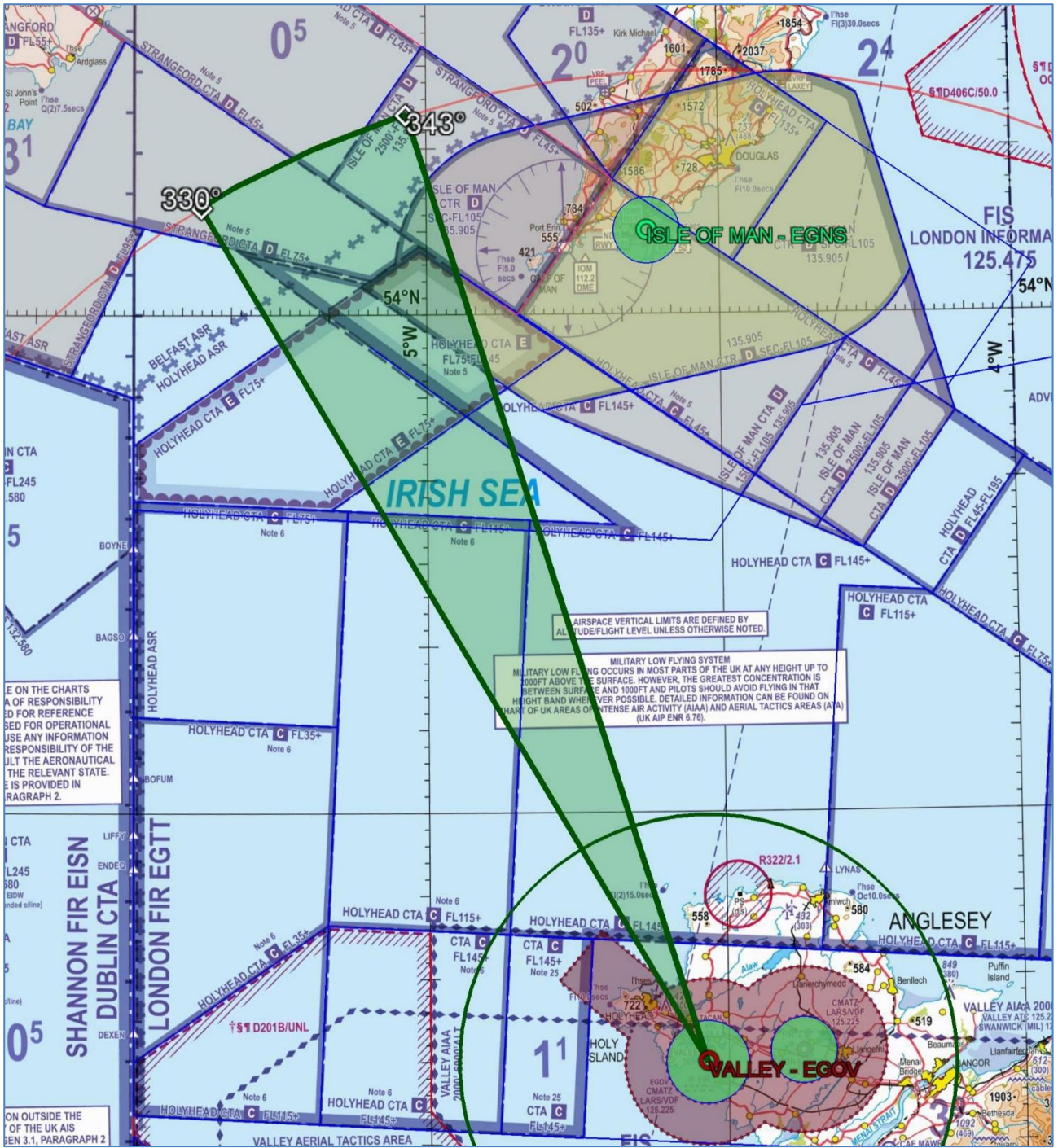


Chart 3 – Radials 200° to 235°

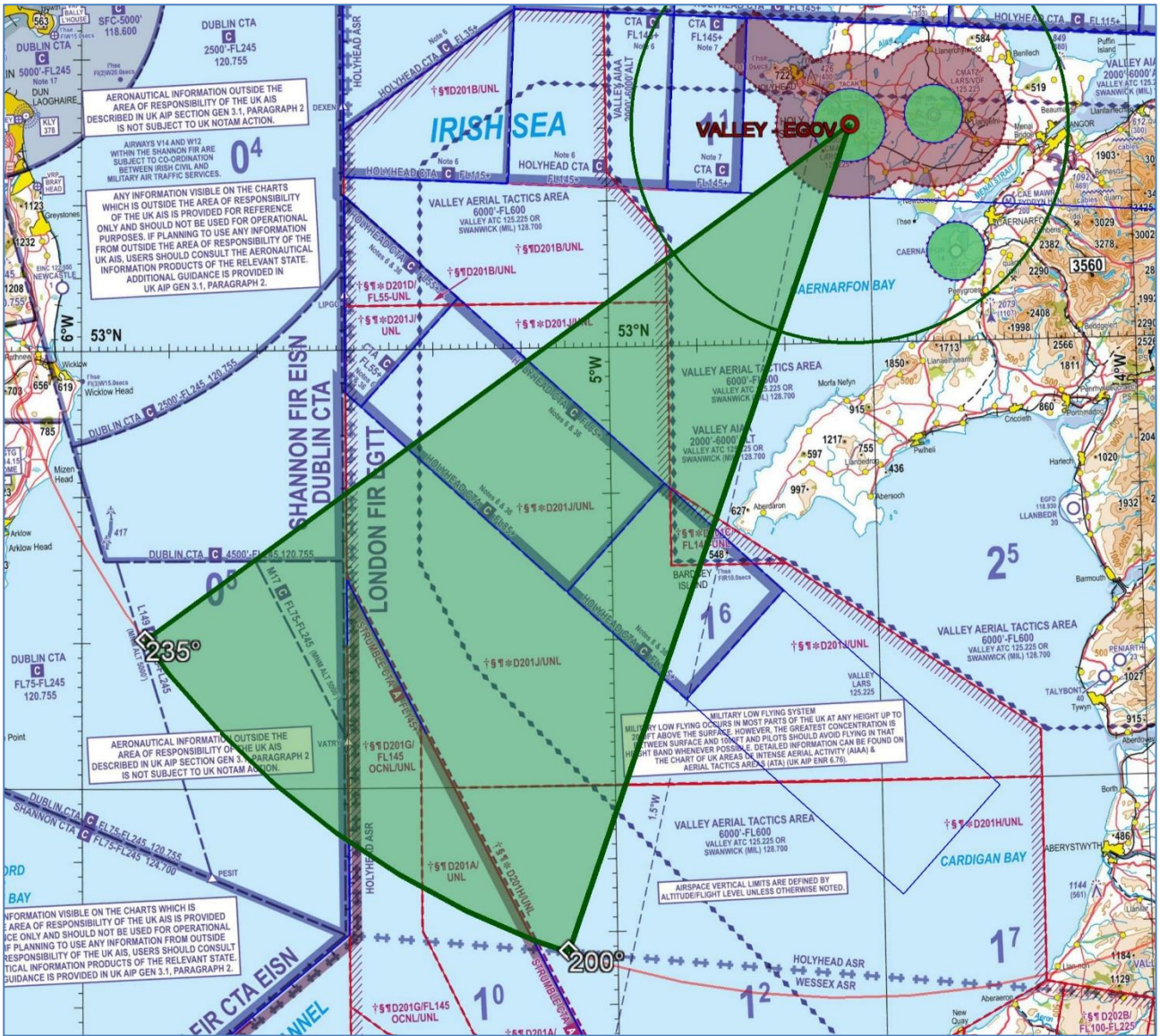


Chart 4 – Radial 087°

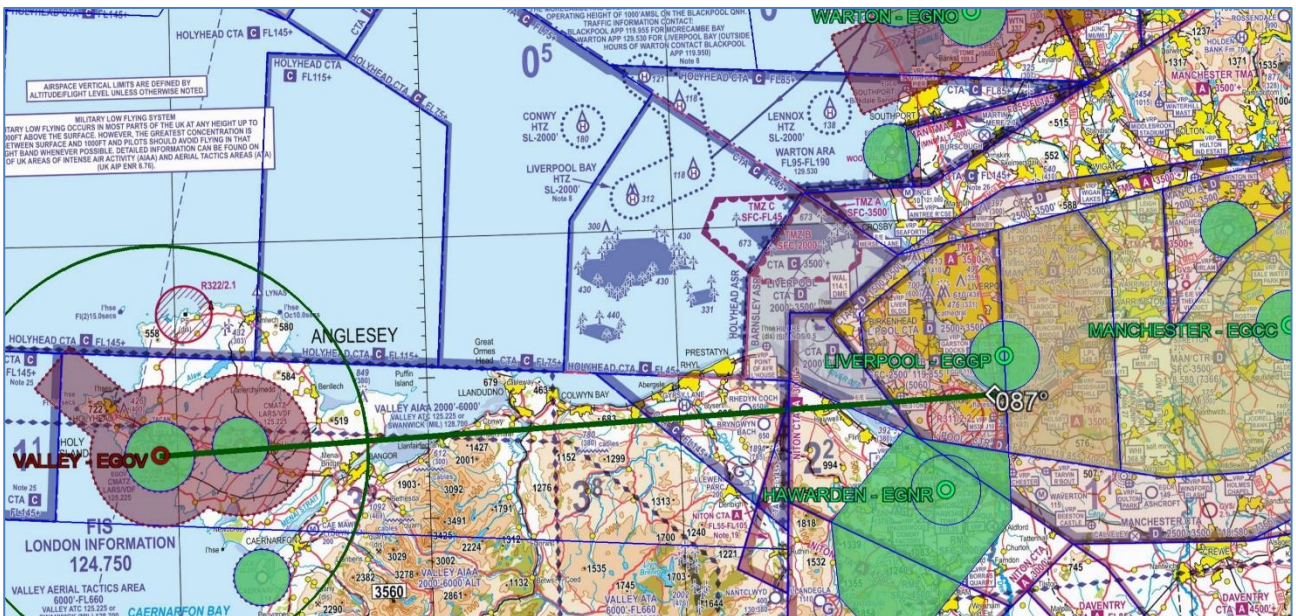


Chart 5 – Orbit

