

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-11-0113	1.0	21/10/2021	14/10/2021

## RADAR CALIBRATION WEST FREUGH PSR

**NDS**

**Subject to NOTAM: No**

**Date(s) of activity/Validity:** **Times (ALL TIMES UTC)**

03<sup>rd</sup> November 2021 – 24<sup>th</sup> November 2021 09:00 – 20:00

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

1,500ft – 30,000ft **RVN** see section 2 0024

**Aircraft Details:** **NDS Approved:**

Type: B200  
Callsign: CLBxxx **Yes – Subject to the conditions in Section 2**

**Event Sponsor(s):** **Aircraft Operator(s):**

The Operations Officer Thales Flight Inspection Service Durham Tees Valley Airport Darlington DL2 1NL 01325 335346	The Operations Officer Thales Flight Inspection Service Durham Tees Valley Airport Darlington DL2 1NL 01325 335346
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**ATS Units/ Controlling Agencies:** **Geographical Limits:**

Isle of Man 01624 827548 Prestwick ACC 01294 655300 Swanwick Mil (78 Sqn) – West 01489 612417 Warton 01772 852392	
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**Airspace Reservations:**

EG D402 (All) Luce Bay 01776 888930 EG D403 (All) Luce Bay 01776 888930 EG D405 Kirkcudbright 01412 248520 EG D406 (All) Eskmeals 01229 712245 AARA 13 TRA 004	
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**Departure/Destination Aerodrome(s)** **ACN Issued by:**

EGNV AS3

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

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

15. This ACN details the serials required to conduct engineering trials and a calibration of the STAR NG Primary Search Radar (PSR) at West Freugh. 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 one week 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. **Dates.** The anticipated dates are:

- a. Engineering Trial: 3<sup>rd</sup>, 5<sup>th</sup> or 10<sup>th</sup> November (1 day)
- b. Commissioning: Between Wednesday 17<sup>th</sup> and Wednesday 24<sup>th</sup> November 2021

18. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only and within Controlled Airspace (CAS), (UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers,). 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. Outside CAS, the flight is CAT Z, however Air Traffic Service (ATS) providers are requested to try and afford the flight a non-deviating track where possible.

19. **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 **RVN** Agency: Swanwick Mil / Prestwick ACC
- b. 10,000ft AMSL
  - i. Primary Radials Agency: Swanwick Mil / Prestwick ACC / Warton
  - ii. Secondary Radials Agency: Swanwick Mil / Prestwick ACC / IoM
- c. 5,000ft AMSL
  - i. Primary Radials Agency: Swanwick Mil / Prestwick ACC / IoM / Warton
  - ii. Secondary Radials Agency: Swanwick Mil / Prestwick ACC / IoM
- d. 3,000ft **AGL** Site Elev – 39ft
  - i. Primary Radials Agency: Swanwick Mil / IoM / Warton
  - ii. Secondary Radials Agency: Swanwick Mil / IoM
- e. 1,500ft **AGL** Site Elev – 39ft
  - i. Primary Radials Agency: IoM / Warton
  - ii. Secondary Radials Agency: IoM

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

21. **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 Radials                      Between 123°T and 133°T
- b. Preferred Back Up Radial:        187°T
- c. Alternative Back Up Radial:      164°T

22. 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.

23. **Air Traffic Service (ATS) Provision – 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 calibration area is within the service provision of the following units:

- a. Isle of Man                              135.905 MHz
- b. Warton                                    129.530 MHz (Limited coverage below 5,000ft within 25nm of West Freugh)

25. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload, radar & RT coverage 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.

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)

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.

28. 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) require at least two weeks prior notice in order to obtain an ATS in support of this task.

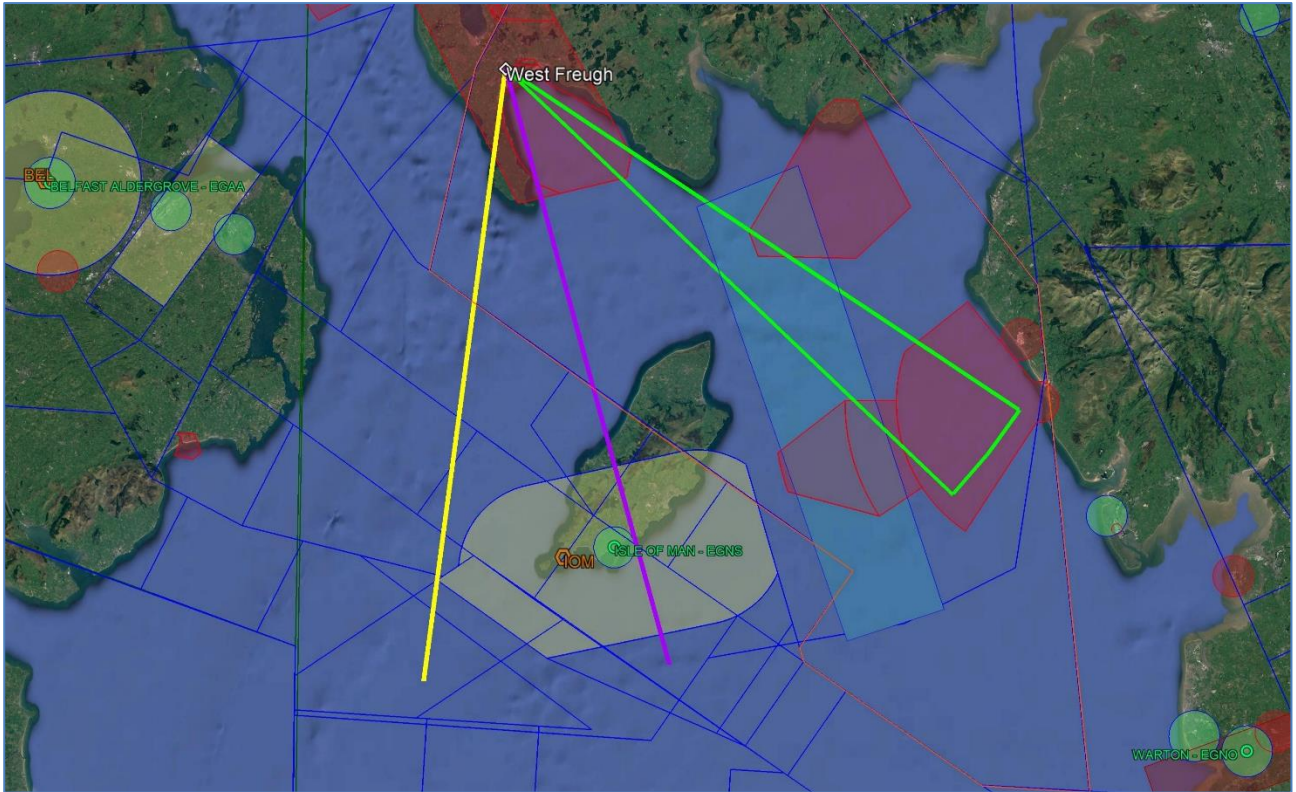
29. **Danger Areas (DAs).** Access to any DA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

## SECTION 3

### Area of Operation

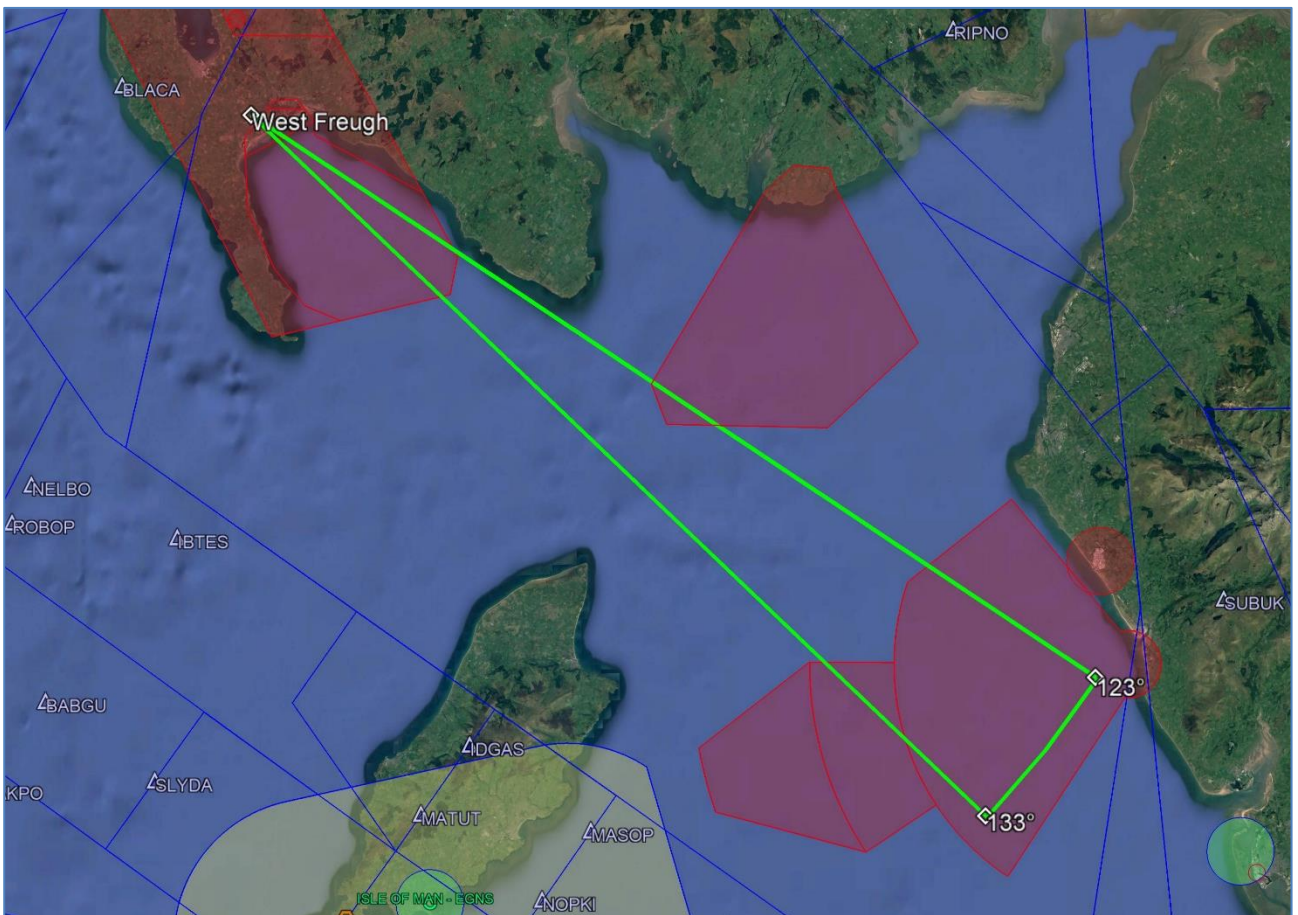
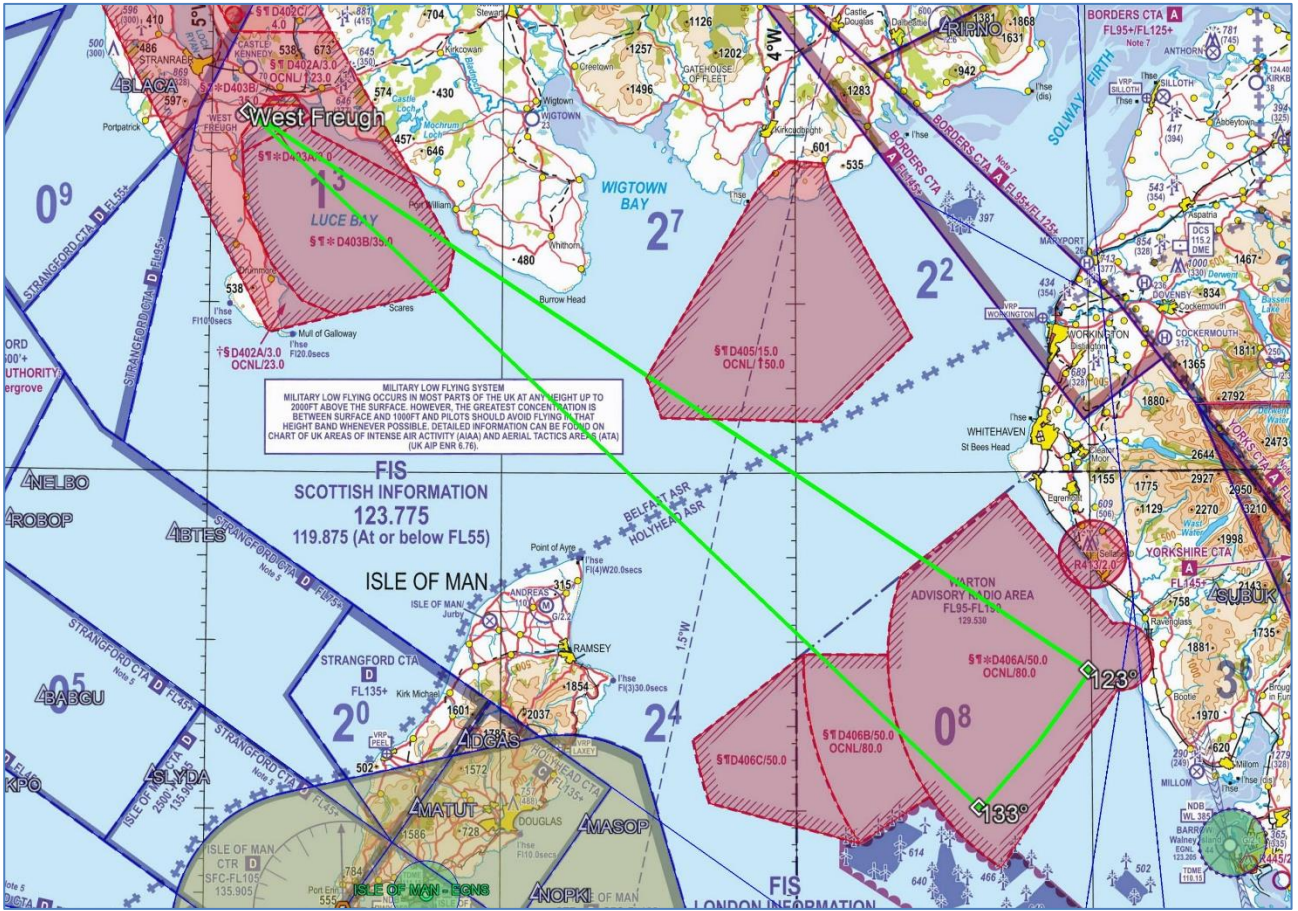
30. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview



## Charts 2 & 3 – Primary Radial Swathe

Any radial between 123°T & 133°T



## Charts 4 & 5 – Back Up Radials 187°T (Preferred) or 164°T

