

01 AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



| ACN Reference: | Version: | Date: | Date of Original |
|----------------|----------|------------|------------------|
| 2022-01-0203 | 1.0 | 21/01/2022 | 12/01/2022 |

RADAR CALIBRATION BRIZE NORTON WAM

NDS

Subject to NOTAM: No

| Date(s) of activity/Validity: | Times (ALL TIMES UTC) |
|--|-------------------------------|
| 24 th January 2022 – 31 st December 2022 | 23:59 – 04:30 (23:00 – 03:30) |

| Vertical Limits: | Allocated Mode 3A (SSR): |
|-----------------------------|--------------------------|
| 5,000ft AMSL & 8,000ft AMSL | 0024 |

| Aircraft Details: | NDS Approved: |
|---------------------------------------|---|
| Type: B200 / DA42 Callsign: CLBxxx | <i>Yes – Subject to the conditions in section 2</i> |

| Event Sponsor(s): | Aircraft Operator(s): |
|---|--|
| Thales Flight Inspection Service <i>Attn: The Operations Officer</i> Teesside International Airport Darlington County Durham DL2 1LU 01325 335346 | Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346 |

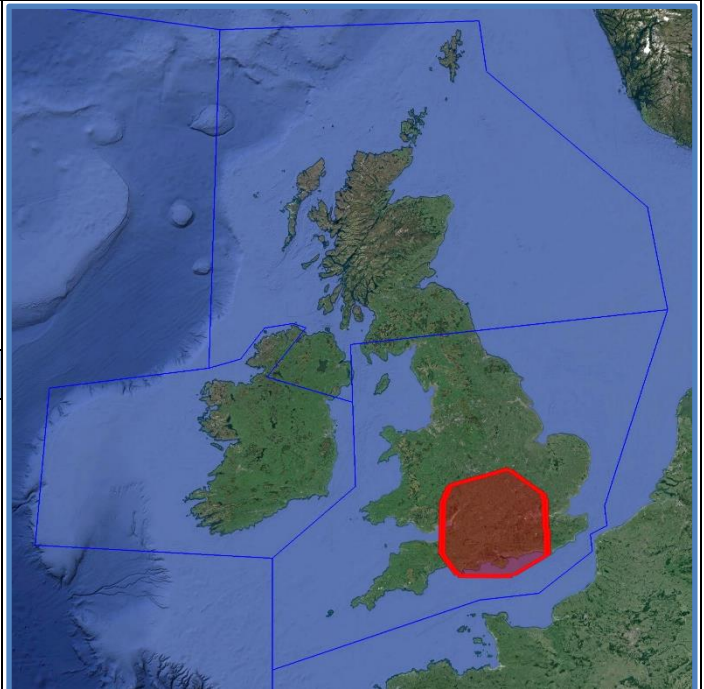
| ATS Units/ Controlling Agencies: | Geographical Limits: |
|-------------------------------------|----------------------|
|-------------------------------------|----------------------|

| | |
|------------------------------|---------------|
| Birmingham | 0121 767 1210 |
| Bournemouth | 01202 364150 |
| Bristol | 01275 473714 |
| Brize Norton | 01993 897878 |
| Cardiff | 01446 712562 |
| Swanwick LTC – SWA | 02380 401110 |
| Swanwick Mil (78 Sqn) – West | 01489 612417 |

Info: Benson, Boscombe Down, Farnborough, London Information, Middle Wallop, Odiham, Southampton, Southend, Wittering, Yeovilton

Airspace Reservations:

| | | |
|---------|--------------|--------------|
| EG D012 | Lyme Bay (N) | 01752 557550 |
| EG D014 | Portland | 01752 557550 |
| EG D017 | Portland | 01752 557550 |
| EG D021 | Portland | 01752 557550 |
| EG D026 | Lulworth | 01929 404859 |
| EG D036 | Portsmouth | 01752 557550 |
| EG D037 | Portsmouth | 01752 557550 |
| EG D038 | Portsmouth | 01752 557550 |
| EG D147 | Pontrilas | - |



| Departure/Destination Aerodrome(s) | ACN Issued by: |
|------------------------------------|----------------|
| EGLV, EGVN | 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 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) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a flight calibration of the Brize Norton Wide Area Multilateration (WAM) radar serving the following additional military airfields:

- a. Benson
- b. Boscombe Down
- c. Middle Wallop
- d. Odiham

16. **Dates.** Whilst this ACN is valid until the 31st December 2022, the anticipated calibration dates are the 24th and 25th January 2022.

17. **Times.** Due to the potential impact to GAT operations within CAS, this calibration can only be conducted after 23:59 UTC (23:00 UTC during daylight saving time), however the exact start time will be dependent on traffic in the London TMA, especially during the summer schedule period. The sponsor should discuss this with the appropriate ATC Supervisors during the initial notification.

18. **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 (including start time) and availability of an ATS.

19. **Swanwick ACC/LTC.** As the flight will impact both AC and TC sectors, it is requested that the TC Group Supervisor Midlands acts as the initial point of contact, conducting any required internal notification and coordination with other ACC/LTC sectors as required.

20. **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. At other times, the aircraft is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers.*) and attracts no priority.

21. **Altimeter Setting.** The sponsor has requested to fly the serials in relation to the Brize Norton (EGVN) QNH, however is able to fly in reference to the London QNH, with the altitude adjusted to compensate. The pilot is responsible for conducting any calculations and informing ATC of their adjusted altitude.

22. **Altitude/Level.** Whilst the sponsor has requested flight at specified altitudes, for coordination purposes whilst within CAS, the aircraft may be required to operate in reference to a Flight Level (FL). The pilot is responsible for conducting any calculations and informing ATC of their adjusted level. At variance to the standard UK Transition Altitude (TA) of 3,000ft, TA within airspace operated by London Terminal Control is 6,000ft.

23. **Aircraft.**

- a. Night 1.
 - i. The B200 will fly Serials 1 & 2 using Mode S.
 - ii. The DA42 will fly Serial 1 using Mode 3/A and C.
 - iii. **Note: These aircraft will fly independently, separated by time & speed.**
- b. Night 2.
 - i. The DA42 aircraft will fly Serial 2 Mode 3/A and C.

24. **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.

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

- a. Birmingham 123.980 MHz
- b. Bournemouth 119.480 MHz
- c. Bristol 125.650 MHz *Within 10nm of joining/leaving Bristol CAS.*
- d. Brize Norton On request
- e. Cardiff 119.155 MHz
- f. Swanwick LTC On Request
- g. Swanwick Mil (78 Sqn) – West On Request

26. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability and unit workload.

27. 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 (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

28. **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. For Access to the south coast DAs (excluding EG D026) it is strongly suggested book access via the controlling authority on 01752 557752 before Thursday of the proceeding week. For bookings inside this timeframe, please contact 01752 557550.

29. **Serials.** The following serials will be flown; however, no specified order is required:

| Serial | Level |
|---------------|--------------|
| 1 | 8,000ft |
| 2 | 5,000ft |

SECTION 3

Area of Operation

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

Chart 1 – Overview
(Serials 1 & 2 Only)

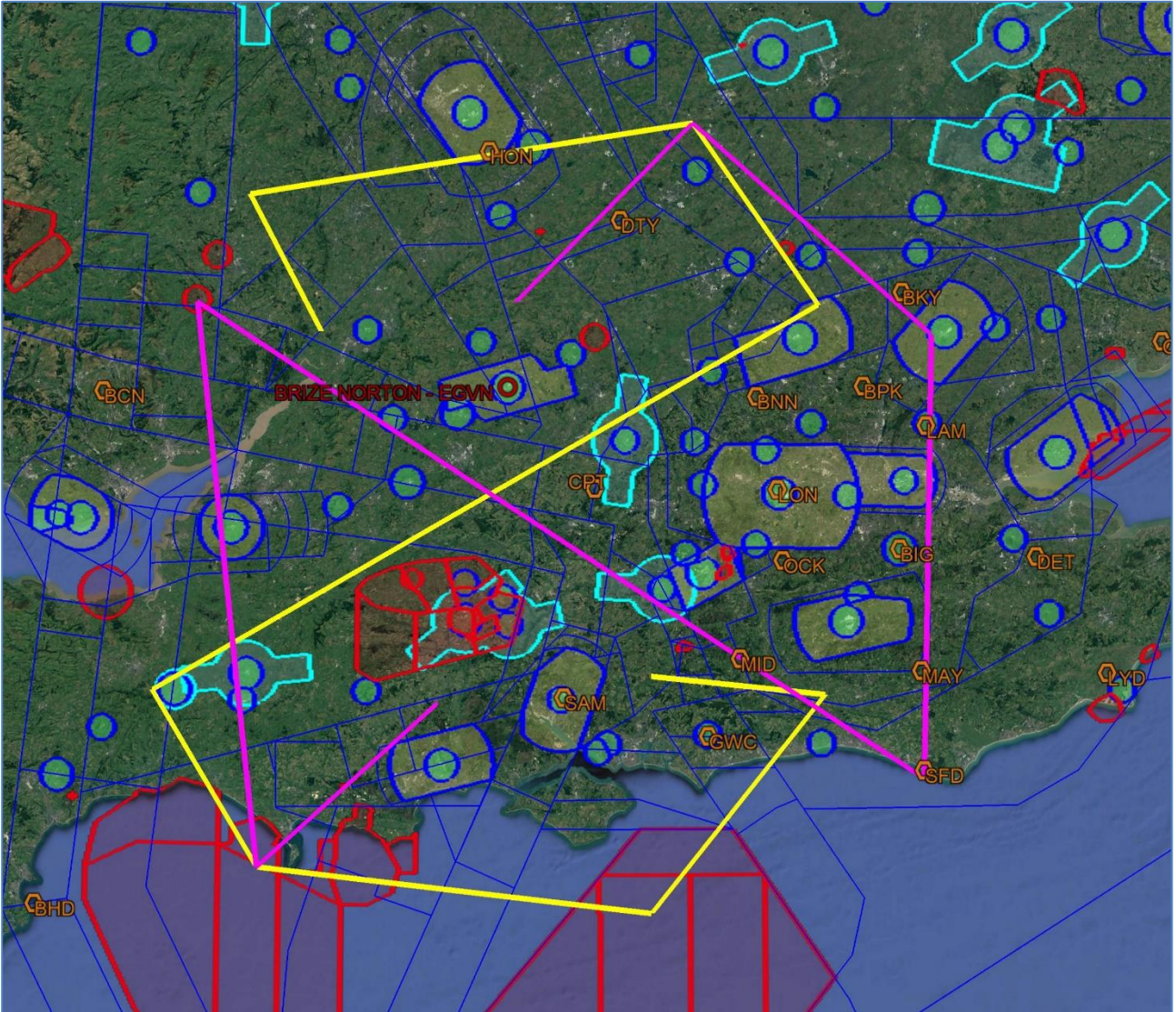


Chart 2 – Serial 1 – 8,000ft
Start at A, End at I

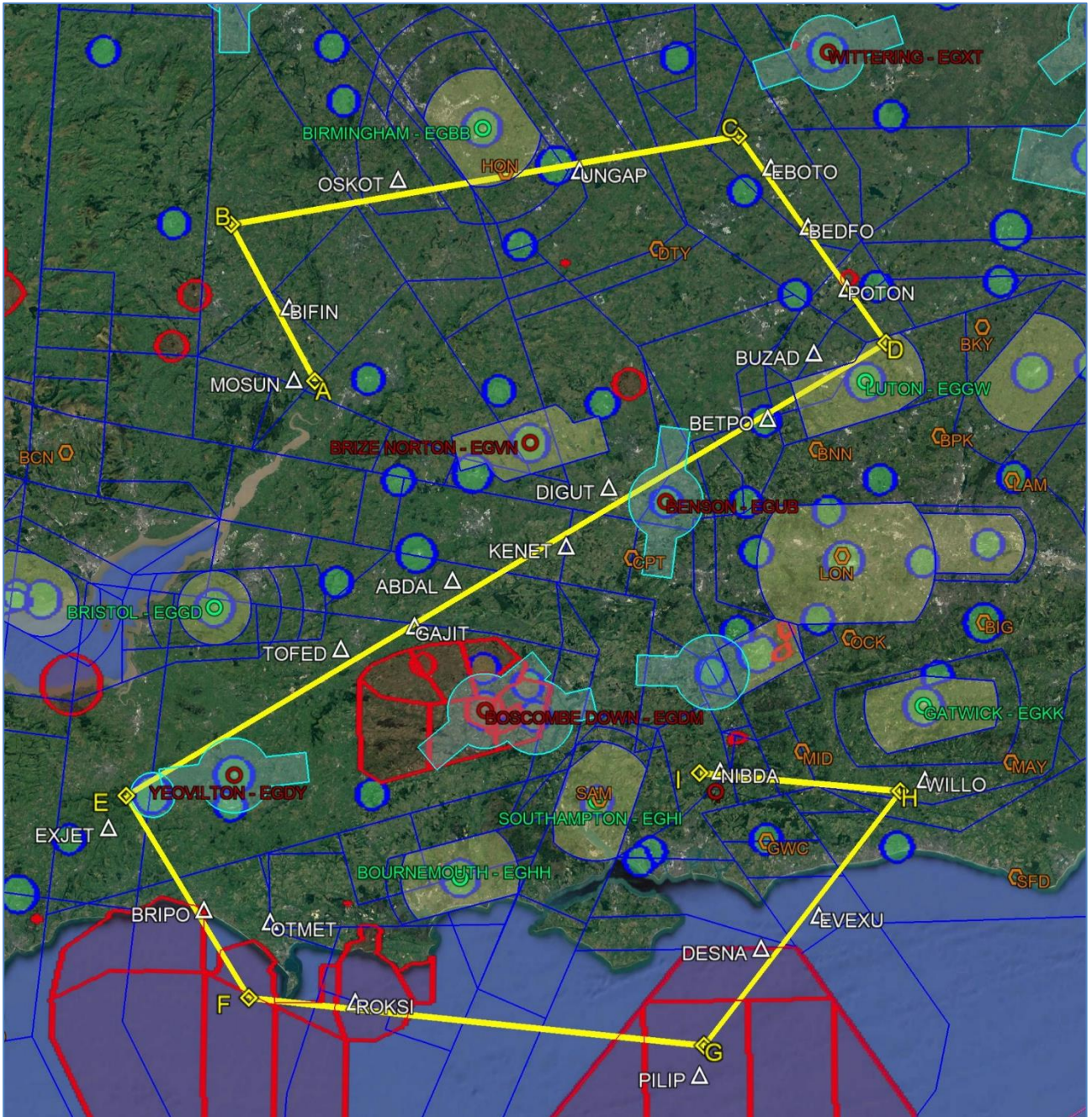


Chart 3 – Serial 1 – 8,000ft



Chart 4 – Serial 2 – 5,000ft
Start at J, End at N

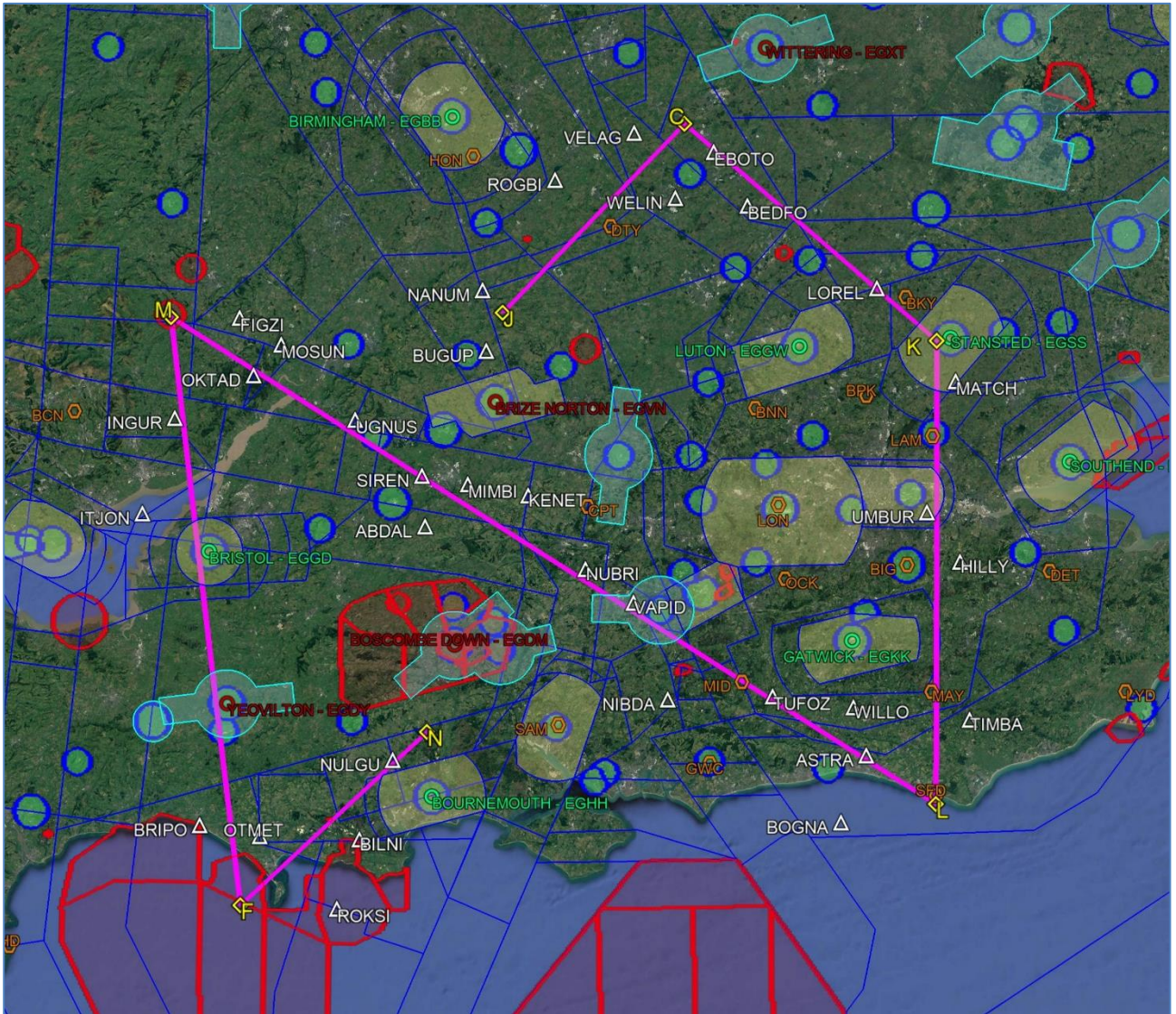


Chart 5 – Serial 2 – 5,000ft

