

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-01-0262	1.0	26/01/2022	21/01/2022

RADAR CALIBRATION VALLEY PSR

NDS

Subject to NOTAM: No

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

26th January 2022 – 28th February 2022 08:00 – 18:00

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

10,000ft - 30,000ft AMSL 0024

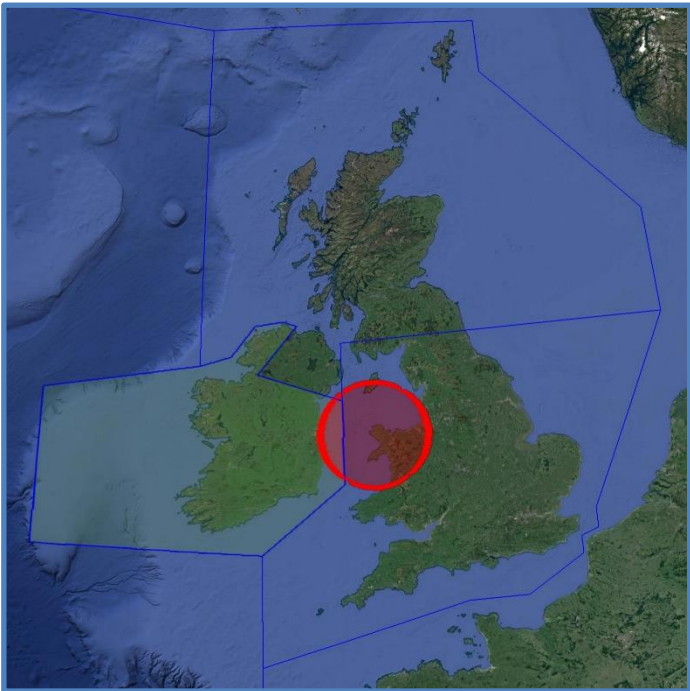
Aircraft Details: **NDS Approved:**

Type: B200
Callsign: CLBxxx **Yes** subject to the conditions in section 2

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

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:**

Aberporth 01239 813219 Dublin <i>See para 16 & 18</i> +35318445962 Isle of Man 01624 827548 Prestwick ACC 01294 655300 Swanwick ACC – GS Lakes 01489 612414 Swanwick ACC – GS West 01489 612413 Swanwick Mil (78 Sqn) – West 01489 612417 Valley 01407 762241 x7462 Western Radar 01489 445560	
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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 Holyhead CTA14 & 20 – Delegated to Dublin	
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Departure/Destination Aerodrome(s) **ACN Issued by:**

EGNV, EGOV 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 serials required to conduct an out of sequence calibration of the STAR NG Primary Search Radar (PSR) at RAF Valley. The radar is located within the aerodrome boundary.

16. This ACN does not constitute permission to operate within the Shannon FIR. The sponsor is responsible for obtaining the appropriate approvals and permissions for this airspace.

17. **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.

18. For notifying flights within the Shannon FIR, or flight within airspace delegated to Shannon/Dublin, the sponsor is requested to contact the Station Manager at Dublin in the first instance (+353 1 844 5962).

19. Swanwick Military are requested to inform Swanwick LAC GS Lakes (LKS/DTY) or GS West (BCN/BHD) if the flight is expected to interact with their airspace and coordinate with the appropriate sector, as required.

20. Should a radial between 330°T and 343°T be flown, the sponsor should inform the Watch Manager at the Isle of Man (IoM). The controlling agency is then requested to coordinate the 10,000ft level with IoM Radar, however ATS provision by IoM Radar is unlikely for this period.

21. **Dates.** The anticipated flight date is Friday 28th January 2022. To allow for delays or equipment issues, this ACN is valid until Monday 28th February 2022.

22. **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.

23. **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. 10,000ft AMSL

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

25. **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

26. 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.

27. **Orbits.** No orbits will be flown for this check.

28. **Dublin CTA & Shannon FIR.** This check may require access to the Shannon FIR and portions of the Dublin CTA.

29. **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.

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

- a. Aberporth 120.835 MHz¹
- b. Swanwick Mil – West²
 - i. North of Valley 127.450 MHz
 - ii. South of Valley 133.900 MHz
- c. Valley 125-225
- d. Western Radar 132.300 MHz

31. 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.

32. **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

33. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

34. 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.

¹ South of RAF Valley and below FL120 only, unless operating within D201 (when active), where ATS provision to the limits of surveillance coverage is available.

² During the prenote, the Swanwick Military Supervisor is requested to pass a primary and backup VHF frequency for the intended operating area.

35. **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).

SECTION 3

Area of Operation

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

Chart 1 – Overview

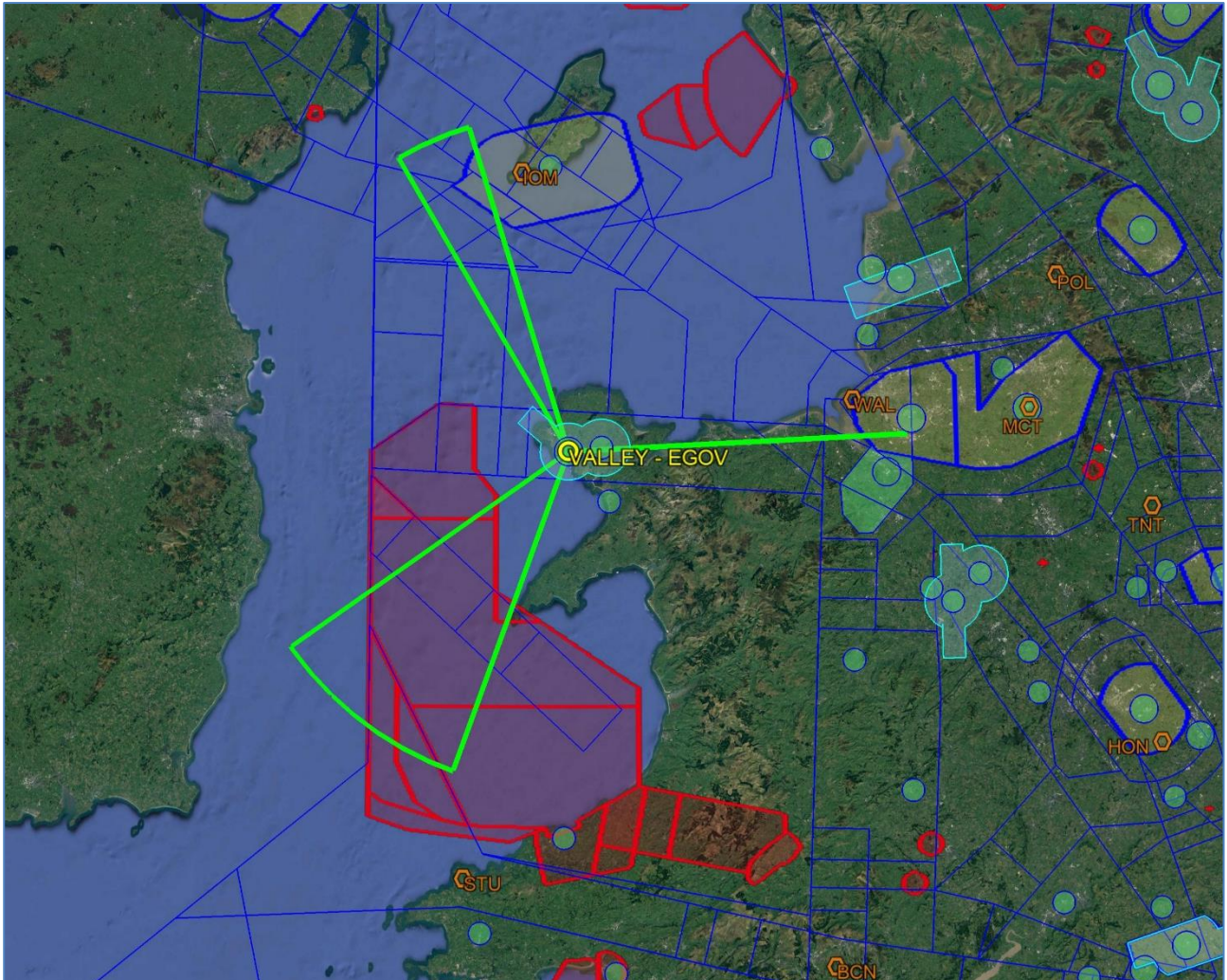


Chart 2 – Radials

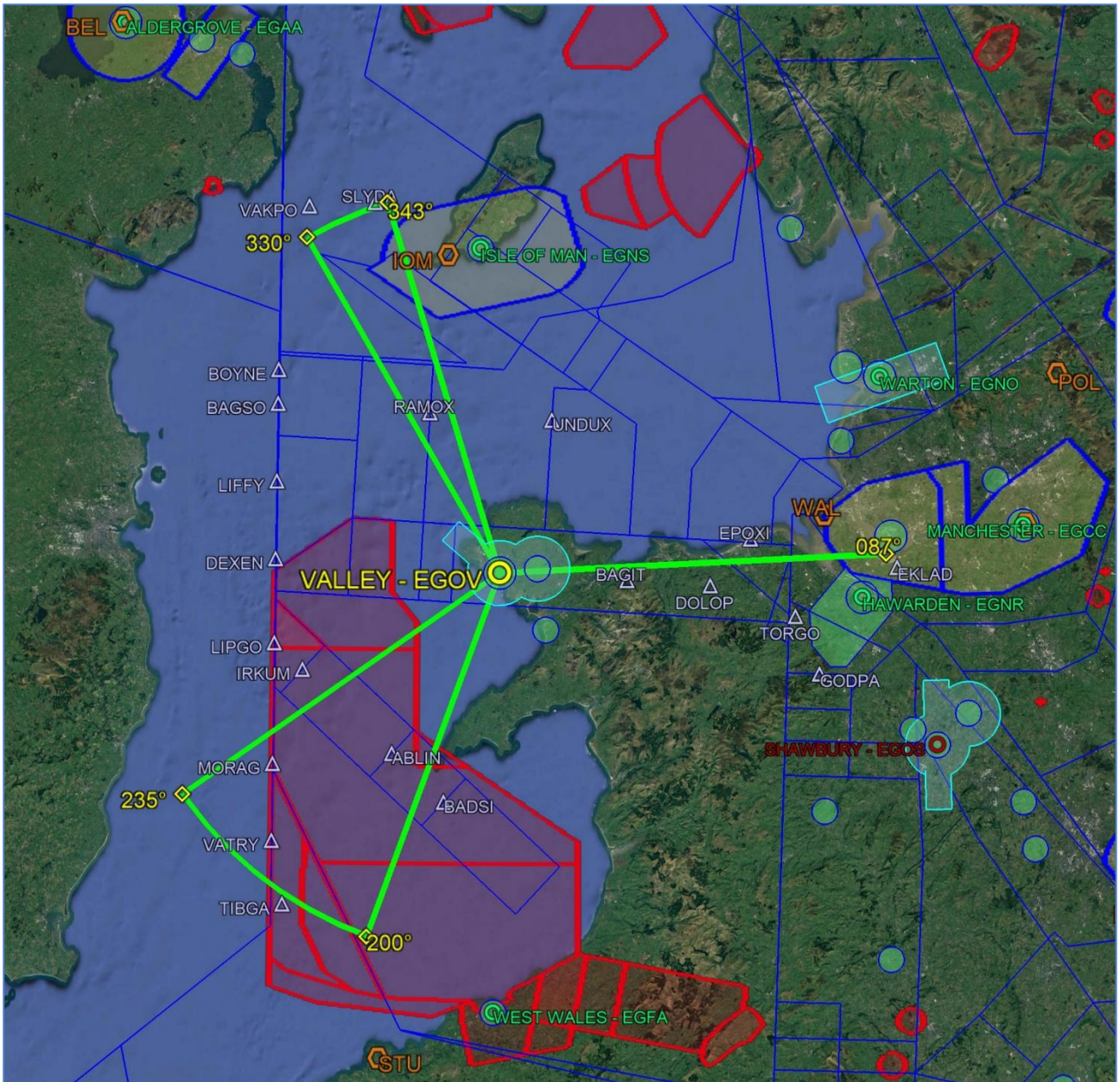


Chart 4 – Radials 330° – 343° & 087°

