AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2022-11-0030	2.0	**24/11/2022**	24/10/2022

RADAR CALIBRATION
PORTLAND RSM970

NDS

Subject to NOTAM: No

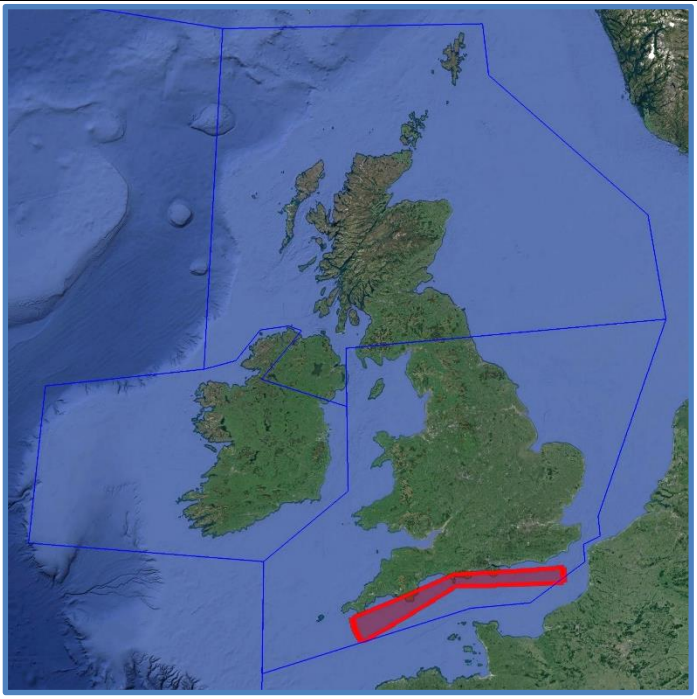
Date(s) of activity/Validity:	**Times - ALL TIMES UTC[1]**
28th November 2022 – 31st May 2023	08:00 – 18:00 *(07:00 – 17:00)*
Vertical Limits:	**Allocated Mode 3A (SSR):**
1,500ft 30,000ft AMSL *(See Section 2)*	0024
Aircraft Details:	**NDS Approved:**
Type: B200 Callsign: CLB*xxx*	**Yes** – Subject 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

ATS Units/ Controlling Agencies:

Culdrose	01326 552415
Plymouth Mil	01752 557808
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 445560

Info: Swanwick ACC, Swanwick LTC,

Geographical Limits:



Airspace Reservations:

EG D003	Plymouth	01752 557550
EG D008A-C	Plymouth	01752 557550
EG D009A	Wembury	01752 557550
EG D013	Lyme Bay	01752 557550
EG D014	Portland	01752 557550
EG D017	Portland	01752 557550
EG D021	Portland	01752 557550
EG D026	Lulworth	01752 557550
EG D031	Portland	01752 557550
EG D037-40	Portsmouth Complex	01752 557550

Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGDY, EGDR, EGNV	AS3

[1] AIS Temporal Reference System: *Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.*

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 and requirements to conduct a calibration of the Portland RSM970 Radar. The radar is located on Portland (South of Weymouth) at position: 503351N 0022608W.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 4 hours prior to departure to provide final details, agree a start time and confirm availability of an ATS. Plymouth Mil are responsible for informing adjacent ATC agencies of the planned radial to be flown. Swanwick Mil is responsible for coordinating with LAC/LTC as appropriate.

17. **Times.** Whilst the sponsor has requested to conduct this calibration during the period specified on Page 1 of this ACN, the use of the Secondary Radials is subject to prior approval from both the Swanwick ACC (01489 612420) and LTC (02380 401110) Operations Supervisor. Should the sponsor expect to require these radials, they should contact the Swanwick ATC Procedures team via email at the earliest opportunity via 1allATCprocedures@nats.co.uk including the reference of this ACN in the subject line. If flight by day is not approved, the sponsor should expect to fly the Secondary Radials between the period 23:00-04:30 *(22:00 – 03:30).*

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.

19. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value[2] 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. **ENGINEERING FLIGHT TRIAL**

i.	30,000ft AMSL	120nm – Overhead	1 run inbound
ii.	10,000ft AMSL	120nm – Overhead	1 run inbound
iii.	10,000ft AMSL	120nm – 90nm	3 runs inbound & 3 outbound
iv.	3,000ft AMSL	90nm – 70nm	1 run inbound & 1 outbound
v.	1,500ft AMSL	73nm – 53nm	1 run inbound & 1 outbound

b. **COMMISSIONING CALIBRATION**

i.	30,000ft AMSL	120nm – Overhead	2 runs inbound
ii.	30,000ft AMSL	120nm – 100nm	2 runs inbound & 2 outbound
iii.	10,000ft AMSL	120nm – Overhead	2 runs inbound
iv.	10,000ft AMSL	120nm – 90nm	5 runs inbound & 5 outbound
v.	3,000ft AMSL	90nm – 70nm	3 runs inbound & 3 outbound
vi.	1,500ft AMSL	73nm – 53nm	3 run inbound & 3 outbound

[2] D' Values are corrected from ICAN standard atmosphere to actual conditions, thus aircraft on inbound leg may be unable to maintain whole Flight Levels

20. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary, 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: Between 240ºT and 245ºT

b. Secondary: Between 090ºT and 093ºT

c. Tertiary: 250ºT

21. **Orbits.** One orbit centred on N50° 33' 50.61" W002°26' 08 will be flown out to 25nm, at 5000ft AMSL. This is not charted in section 3 as it is wholly contained within FOST areas.

22. **Air Traffic Service (ATS) Provision – 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.

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

a. Culdrose 134.050 MHZ

b. Plymouth Mil 121.250 MHz / 124.150 MHz

c. Swanwick Mil – West 135.150 MHz

24. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. 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.

25. **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. EGTTZFZC Western Radar

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

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.

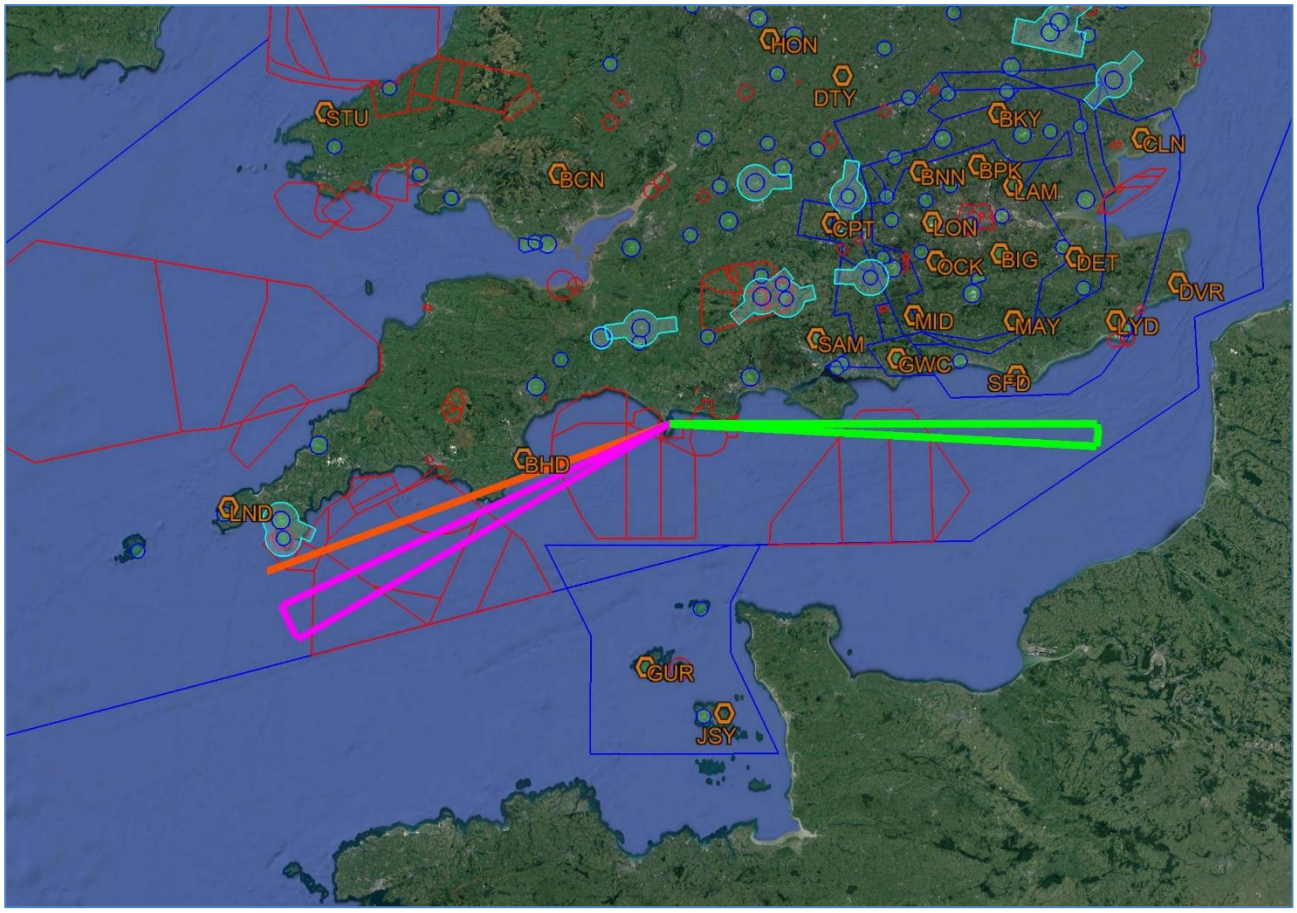
28. **Danger Areas (DAs).** Access to any DA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours. For FOST Areas, it is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

SECTION 3

Area of Operation

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

Chart 1 – Overview

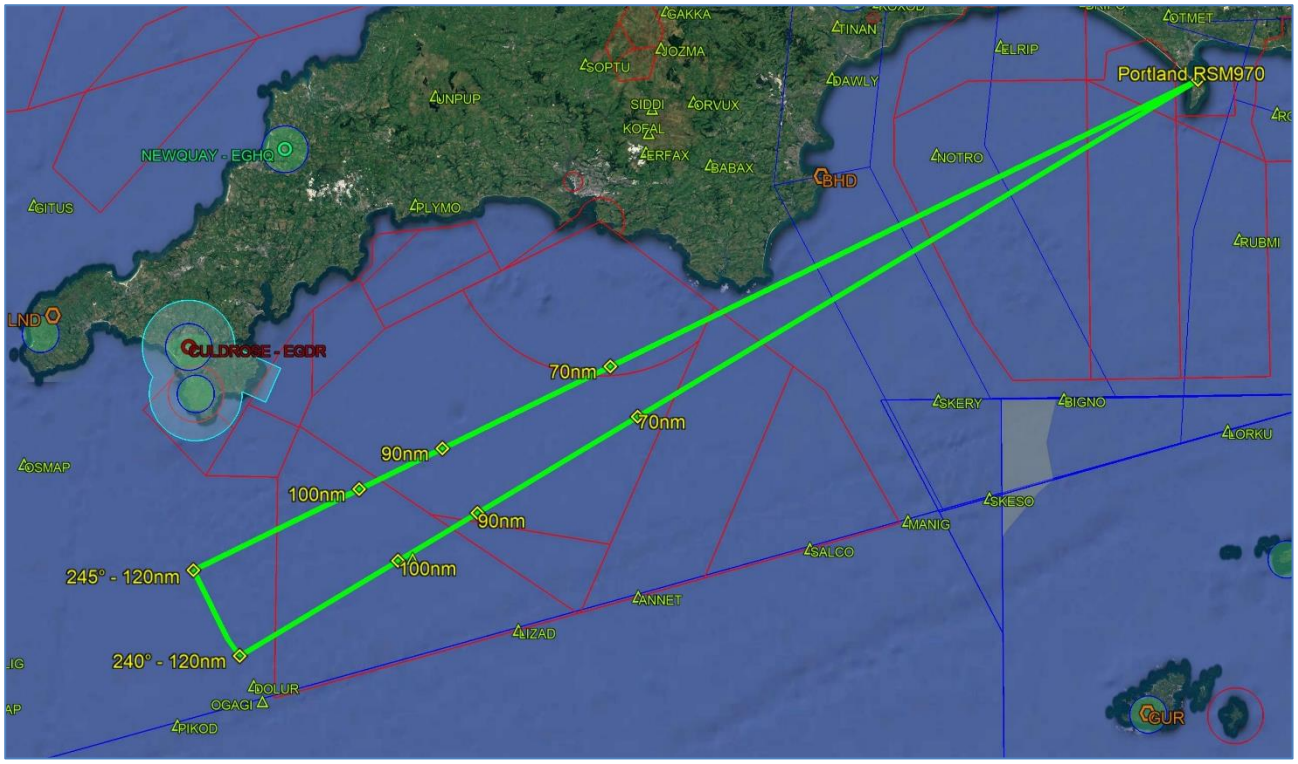


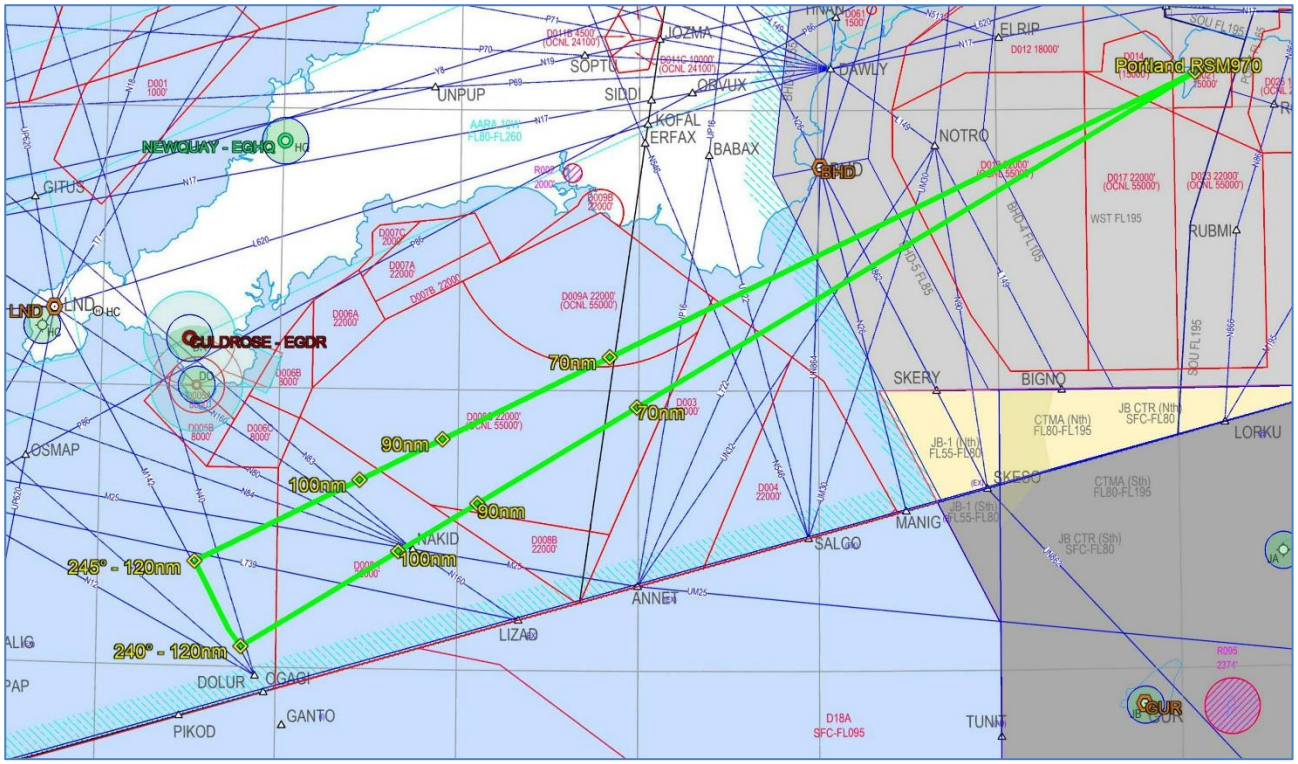
Charts 2 & 3

Primary Radials 240º – 245º

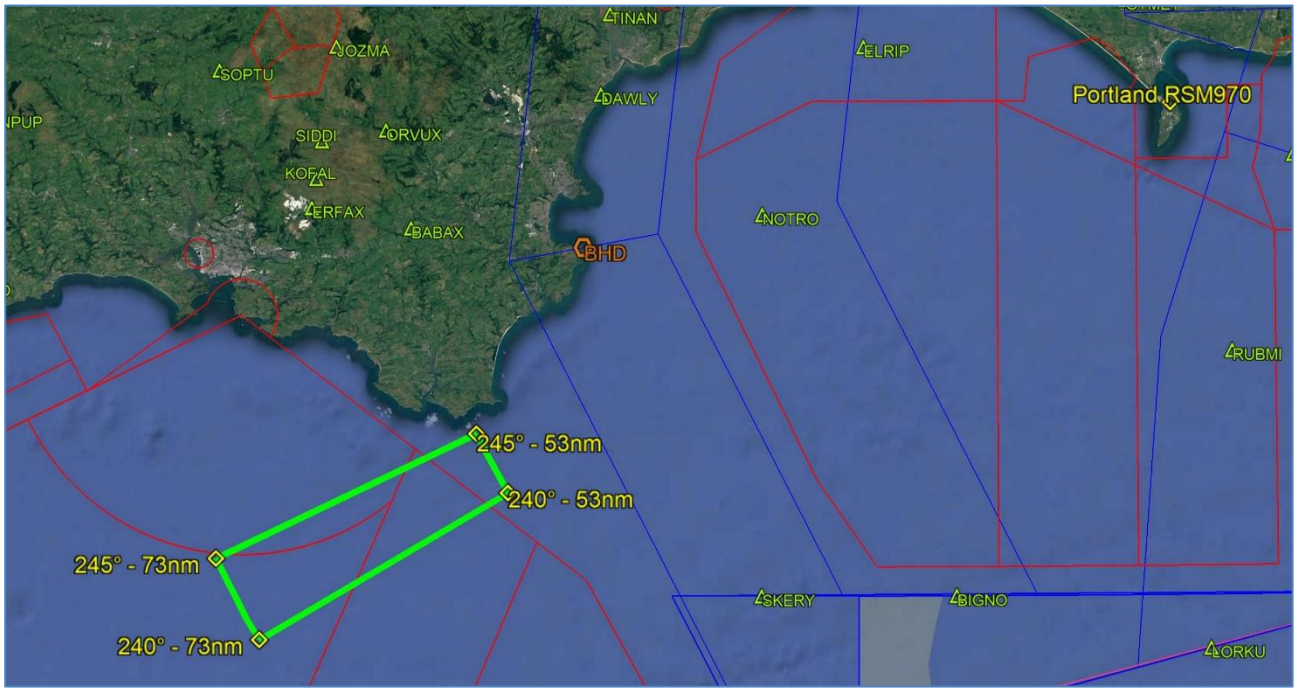
Points between 120nm and the Radar Overhead

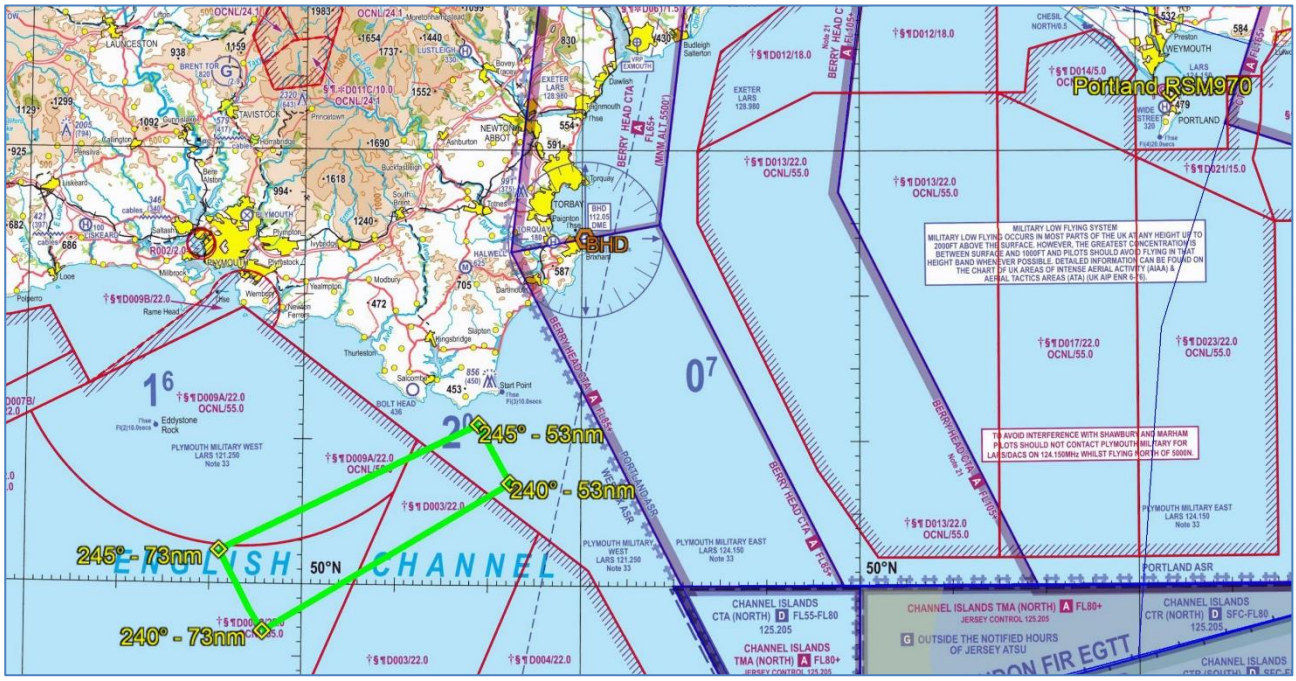
(Excluding 73nm-53nm runs)





Charts 4 & 5
Primary Radials 240º – 245º
73nm-53nm runs



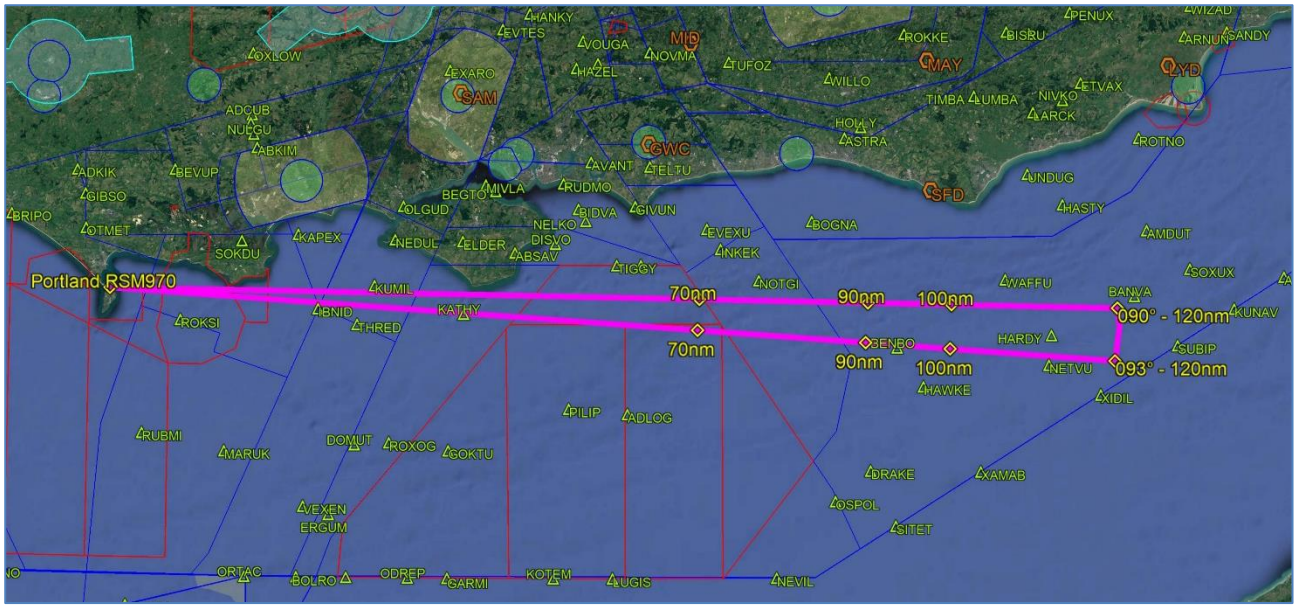


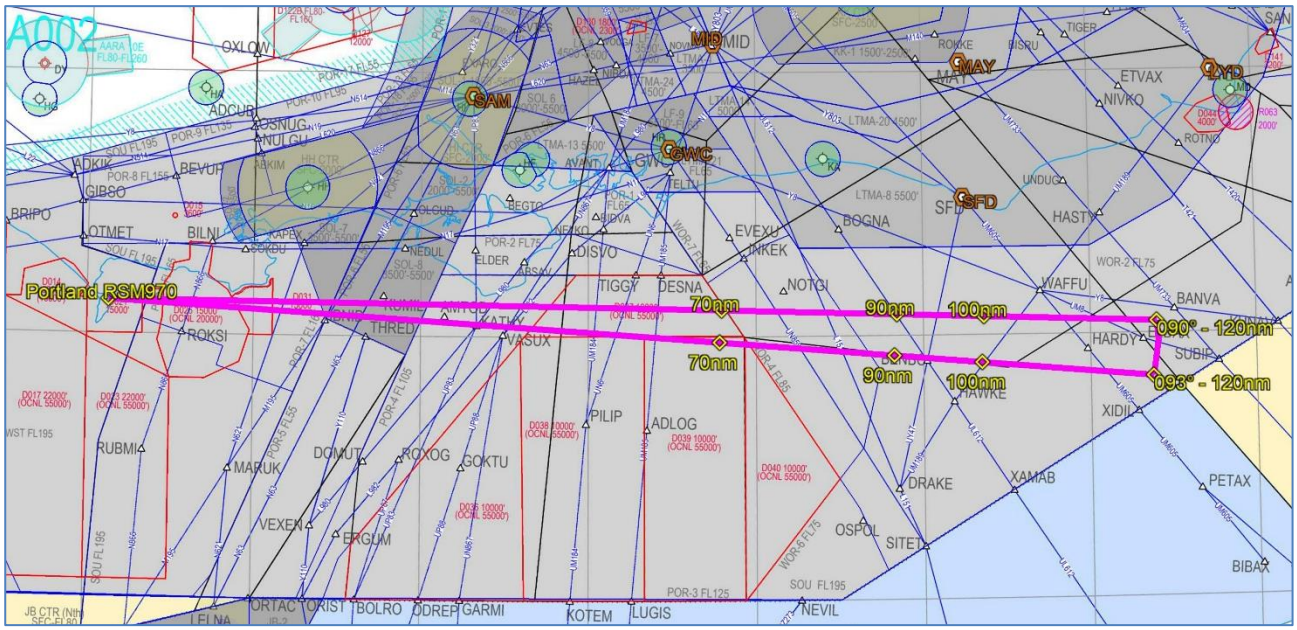
Charts 6 & 7

Secondary Radials 090º – 093º

Points between 120nm and the Radar Overhead

(Excluding 73nm-53nm runs)

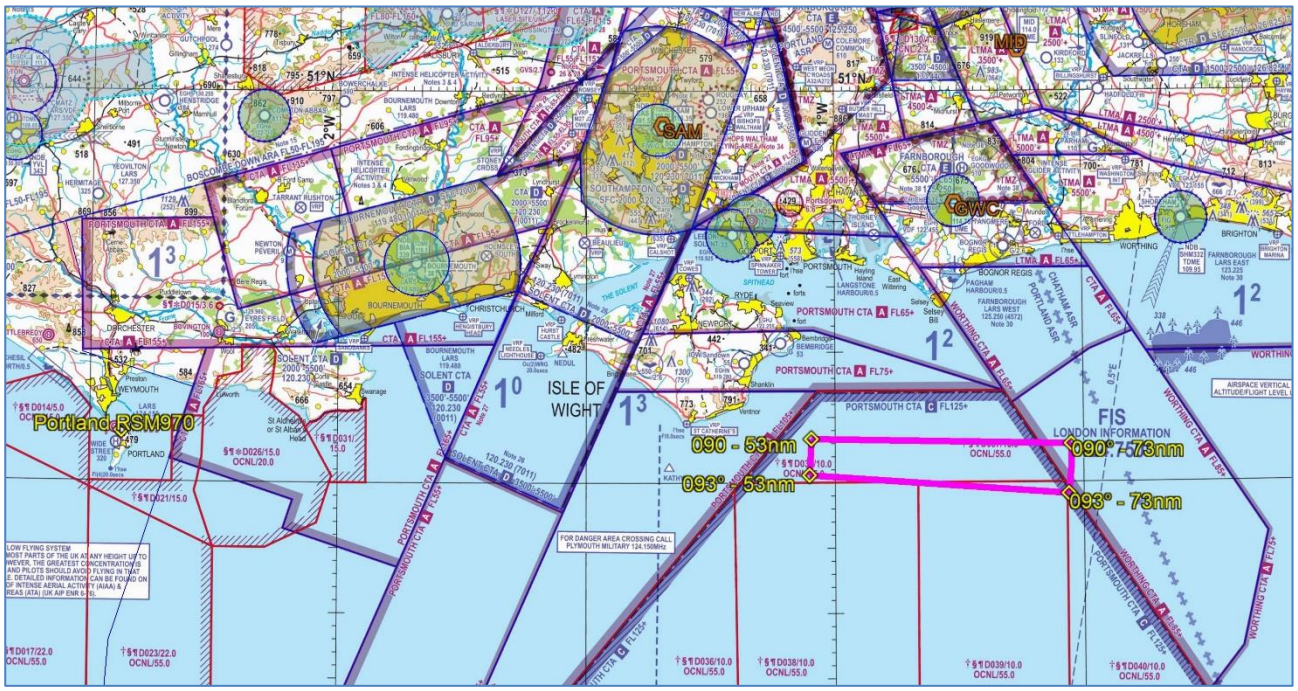




Charts 8 & 9

Secondary Radials 090º – 093º

73nm-53nm runs

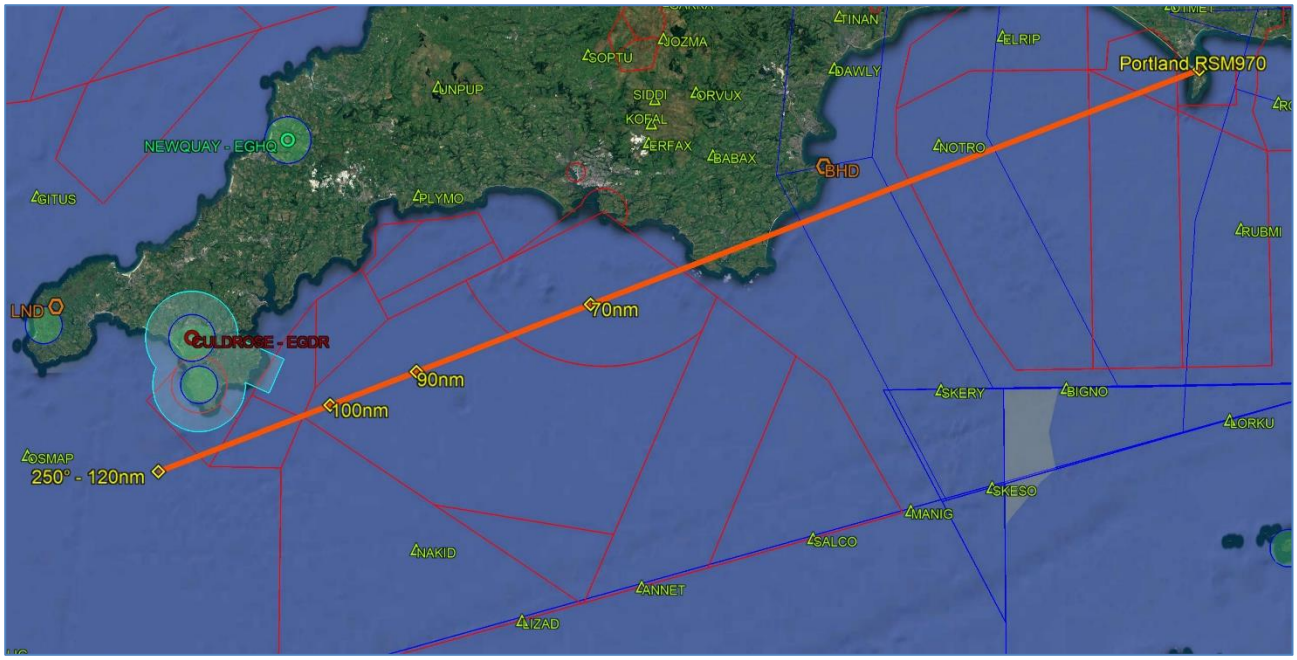


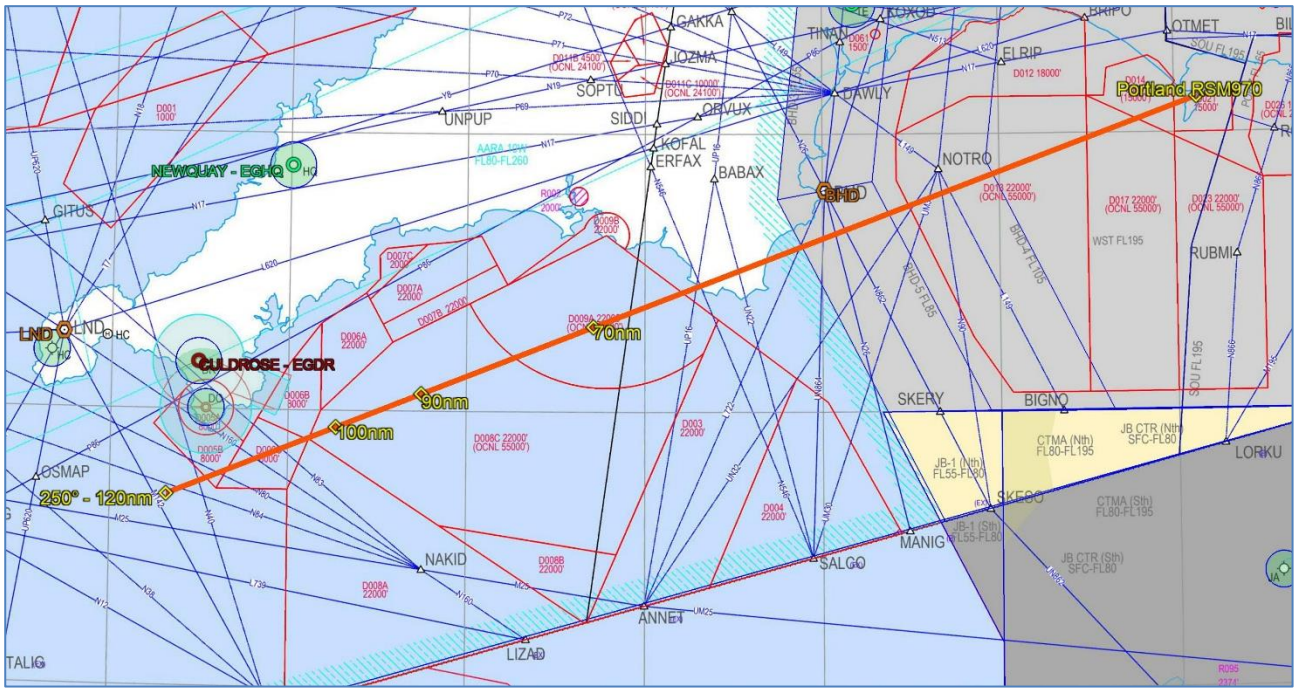
Charts 10 & 11

Tertiary Radial 250º

Points between 120nm and the Radar Overhead

(Excluding 73nm-53nm runs)





Charts 12 & 13
Tertiary Radial 250º
73nm-53nm runs