

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-10-0017	1.0	23/08/2023	08/08/2023

ABERPORTH COMBINED PSR & SSR ENGINEERING AND COMMISSIONING FLIGHT CHECK

NDS

Subject to NOTAM: No

Date(s) of activity/Validity: **Times - ALL TIMES UTC¹**

1 Oct 23 – 31 Mar 24 08:00 – 20:00 (07:00 – 19:00)

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

1500ft – 30000ft 0024

**plus/minus D Value correction then converted to a Flight Level.*

Aircraft Details: **NDS Approved:**

Type: B200 **Yes – Subject to the conditions in Section 2**
Callsign: CLBxxx **Note Aircraft is Non-RVSM**

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

Thales Flight Inspection Service Hangar 3 Teesside International Airport Darlington DL2 1NL 01325 335346	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 ACC +35318445962 Prestwick ACC 01294 655300 Swanwick ACC 01489 612420 Swanwick Mil (78 Sqn) – West 01489 612417 Valley 01407 762241 x7462 Western Radar 01489 445560	
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Airspace Reservations:

EG D115B	Manorbier	01834 871282
EG D117	Pendine	01994 452240
EG D118	Pembrey	01554 892205
EG D201(B, C, D, H, J)	Aberporth	01239 81321
MTA	North Wales (Low)	01489 612495
NSGA 4	Wales	See Para 31
PARA	Llanbedr	07703 532064
PARA	Swansea	01792 204063
TRA 001	South West	01489 612495

Departure/Destination Aerodrome(s) **ACN Issued by:**

EGOV, EGOS 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 required to conduct a post engineering and commissioning flight check of the Primary Search Radar (PSR) and Secondary Search Radar (SSR) at Aberporth.

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.

17. Aberporth are requested to inform adjacent ATSU's of the flight check, subject to the radial to be flown.

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*). Outside CAS and in between runs, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers) and attracts no priority. 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. **Preferred Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary. Maximum radial range is 100nm. Radials will be chosen from the following ranges:

- a. Between 031°T and 034°T
- b. Between 041°T and 043°T
- c. Between 336°T and 353°T

20. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value² 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:

21. Engineering Flight Trial

- a. 30,000ft, 100nm-Radar overhead x2 and 80-68nm x1
- b. 10,000ft, 82nm-Radar overhead x10 & Radar overhead-82nm x1
- c. 5,000ft, 62nm-Radar overhead x8 & 15nm Orbit x4 & 5nm Orbit x4
- d. 3,000ft, 58-37nm x4
- e. 1,500ft, 47-27nm x2

22. Commissioning Flight Trial

- a. 30,000ft, 100nm-Radar overhead x2 & 100nm-89nm x6
- b. 30,000ft, 80nm-Radar overhead x2 & 80-68nm x14
- c. 10,000ft, 82nm-Radar overhead x8 & 82-53nm x 28
- d. 5,000ft, 63-43nm x8
- e. 3,000ft, 58-38nm x16

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

f. 1,500ft, 50-27nm x16

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

24. **Delegated Airspace.** Air Traffic Service (ATS) provision within the airspace listed below is delegated to Dublin ACC. Whilst the UK has approved NDS within this airspace, the sponsor should engage with the Dublin Station Manager to negotiate access.

a. Holyhead CTA 10, 19, 20 and 21

b. Irish Sea CTA 4 and 6

25. **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.

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

a. Aberporth 120.835 MHz

b. Swanwick Mil – West 133.900 MHz

c. Valley 125.225 MHz

d. Western Radar 132.300 MHz

27. 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.

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. 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.

31. **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.

32. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*

33. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

34. SECTION 3

Area of Operation

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

Chart 1 – Aberporth 031-034



Chart 2 – Aberporth 031-034

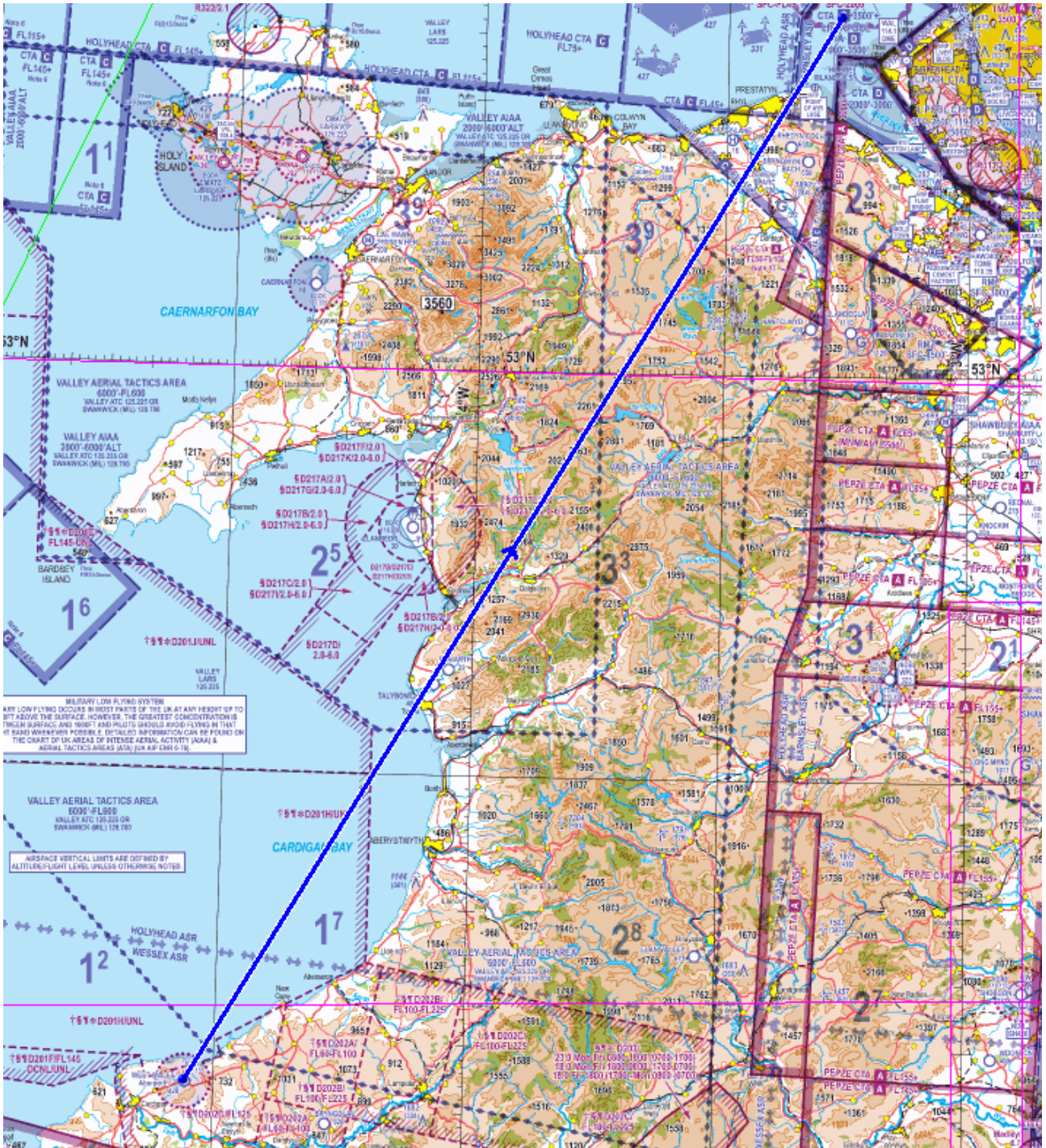


Chart 3 – Aberporth 041-043



Chart 4 – Aberporth 041-043

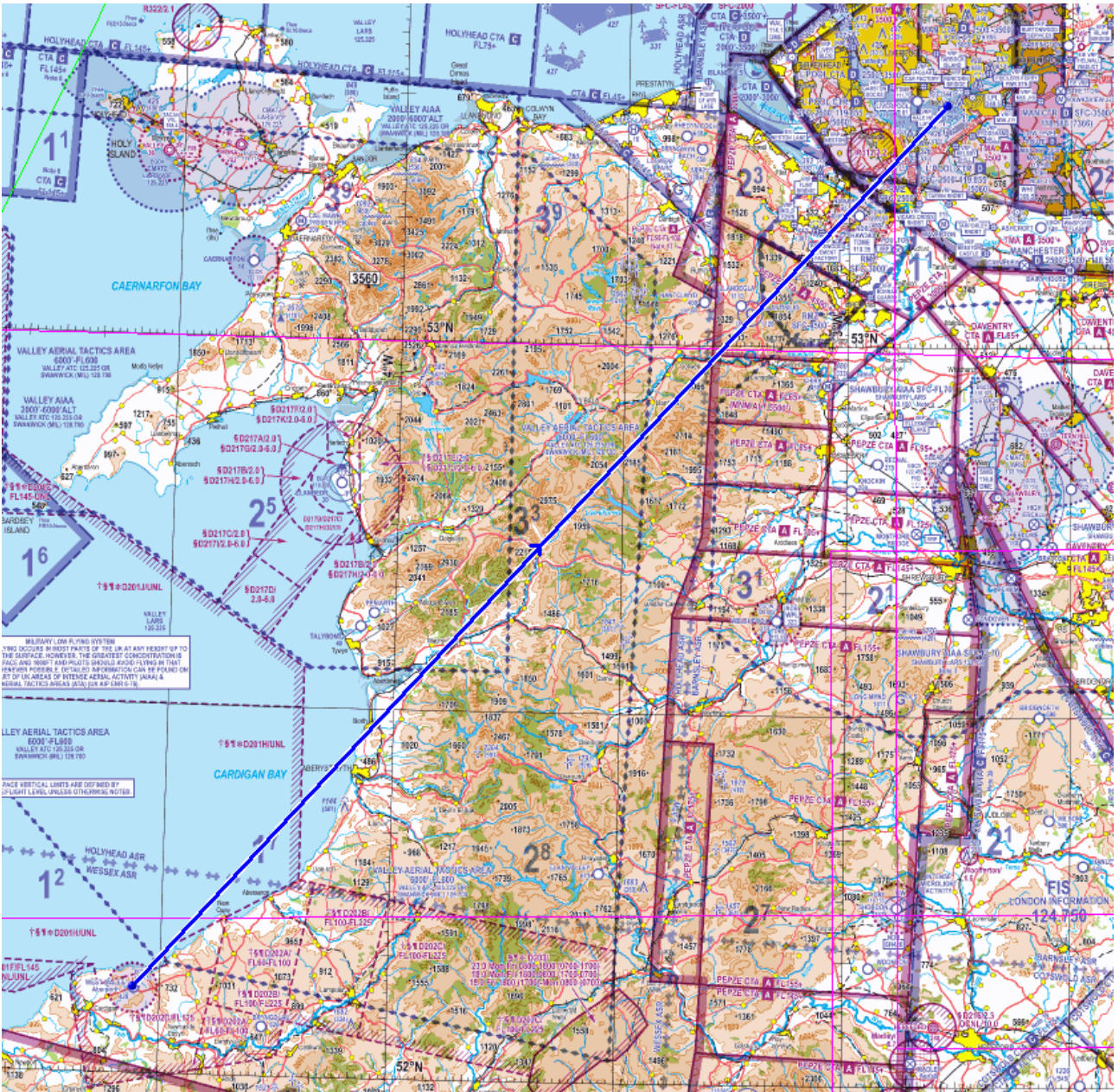


Chart 5 – Aberporth 336-353a

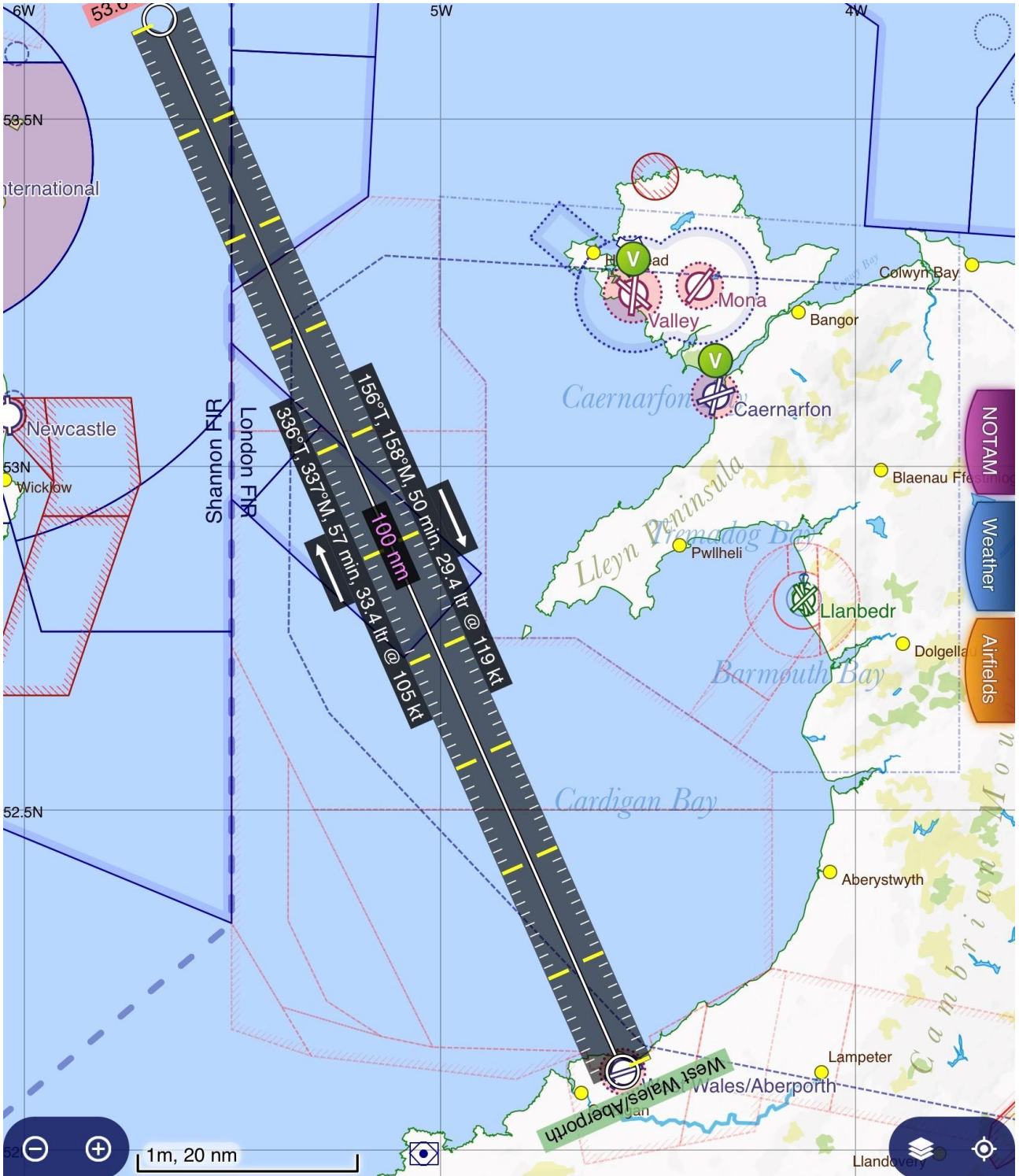


Chart 7 - Aberporth 336-353b

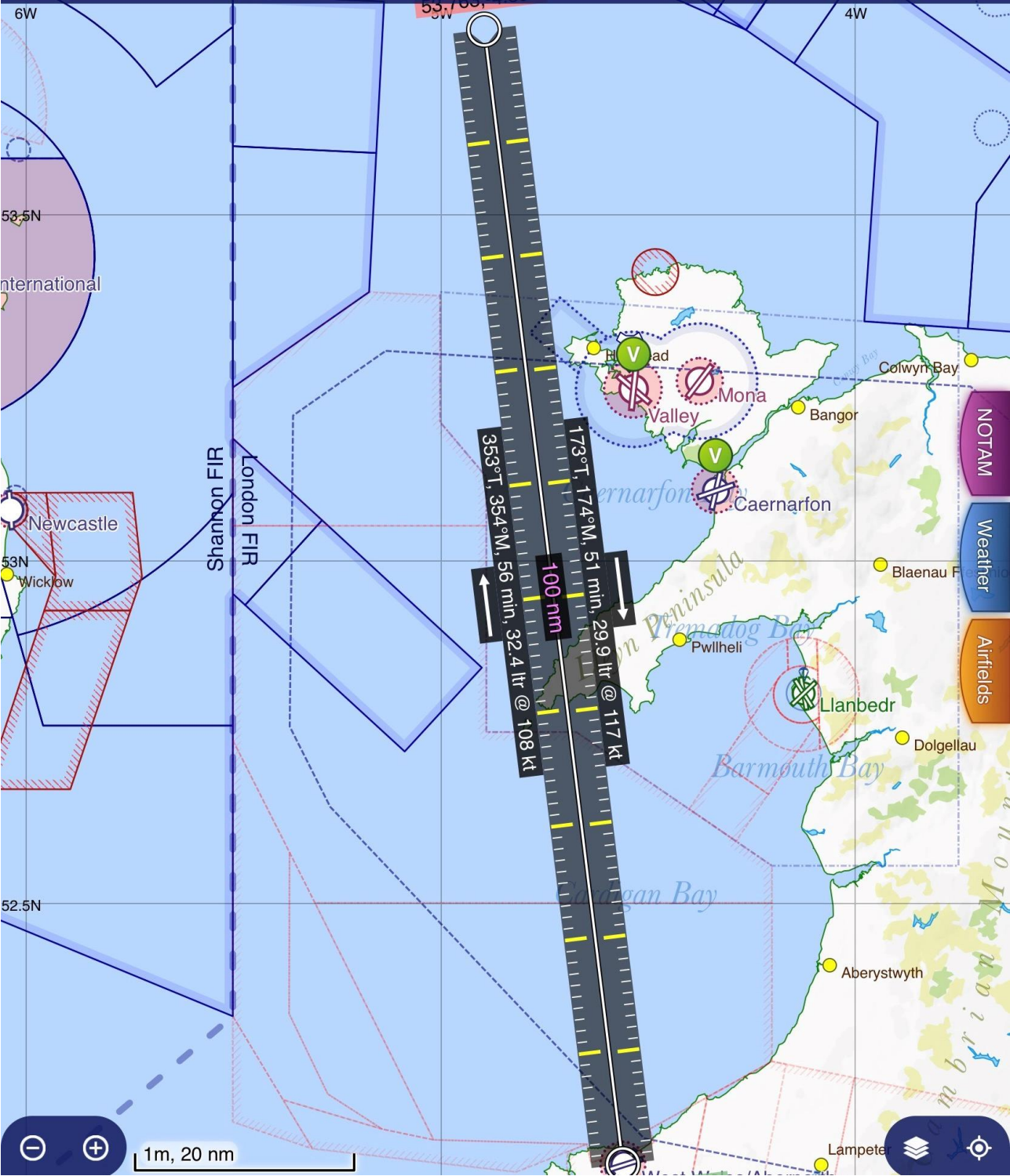


Chart 8 - Aberporth 336-353b

