AIRSPACE CO-ORDINATION NOTICE Safety and Airspace Regulation Group						
ACN Reference: Ver	sion: Date	e:	Date of Original			
2023-09-0434	1.0 21/0	09/2023	13/09/2023	Civil Aviation Authority		
RADAR CALIBRATION BRIZE NORTON PSR (STAR NG)						
		N	DS			
Subject to NOTAM: No						
Date(s) of activity/Validity:			Times - ALL TIMES UTC			
18 Sep 23 – 25 Mar 24			See Section 2			
Vertical Limits:			Allocated Mode 3A (SSR):			
5000ft – 20,000ft plus/minus D Value correction then converted to a Flight Level RVN			0024			
Aircraft Details:			NDS Approved:			
Type: B200 Callsign: CLB <i>xxx</i>			Yes – Subject to the conditions in section 2			
Event Sponsor(s):			Aircraft Operator(s):			
The Operations Officer 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			
ATS Units/			Geographical Limits:			
Boscombe Down 01980 663246 Brize Norton 01993 897878 Swanwick ACC – WAS 01489 612420 Swanwick LTC – SWA 02380 401110 Swanwick Mil (78 Sqn) – West 01489 612417 Western Radar 01489 445560 Yeovilton 01935 455243						
Airspace Reservations:						
EG D147 Pontrilas AARA 10E South We NSGA 4 Wales TRA 002 Wiltshire/	est Overland Dorset	- 01489 612495 <i>See Para 34</i> 01489 612495				
Departure/Destination Aerodrome(s)			ACN Issued by:			
EGNV, EGVN			AU3			

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 ENR 5 depict some, but not all aviation activity sites and amendments should also be checked. Please refer to <u>http://www.nats-uk.ead-it.com</u>

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) – AU3 Email: <u>AROps@caa.co.uk</u> Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the profiles to conduct the calibration of the RAF Brize Norton STAR NG Primary Radar.

16. **Times.** The calibration shall take place as follows:

a. Night 22:00z – 04:00z (21:00 – 03:00)

i. Preferred Radials: 050°, 074° or 140°

- b. Day 08:00z 18:00z (07:00 17:00)
 - i. Preferred Radials: 223°, 229° or 283°

17. Whilst the radials listed in 16b have been requested for day operation, subject to ATC limitations, they may need to be operated at night.

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 2 hours prior to departure to confirm final details and availability of an ATS.

19. Brize Norton ATC are requested to inform adjacent ATSUs of the flight check, subject to the radial to be flown.

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 all other times, flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*,) and attracts no priority.

21. **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. 20000ft

i. 58nm – 28nm	minimum of 2 runs required
ii. 58nm – Radar Overhead	minimum of 1 run required
b. 10,000ft	
i. 58nm – 28nm	minimum of 3 runs required
c. 5,000ft	
i. 58nm – 28nm	minimum of 3 runs required

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

23. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary. Preferred radials: 050°, 074° or 140° at night and 223°, 229° or 283° during the day.

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

25. 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.

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

a.	Boscombe Down	126.700 MHz	223° & 229° by day
b.	Brize Norton	124.275 MHz	
C.	Swanwick Mil – West	128.700 MHz	
d.	Western Radar	132.300 MHz	
e.	Yeovilton	127.350 MHz	223º & 229º by day

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

31. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

32. **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.

33. **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*.

34. **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).

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 – Radial 050°

08:53 Wed 13 Sep Q O Route Undo Weather Logs Pilot Log Help Simulate Go Flying A O Draycote Wa 140/M42 Intercha Huntingdon Northampton/S well 0 7 CAM ackville Farm 0 V Southam Bedford St Neots FL75+ 1-2 Studle 5 Northampton Snitterfiel Easton Maudit Cambridge Olney Town Cambride Wellesbourne Mountford $\langle \bullet \rangle$ Stratford-upon-Avo ransden 2 GBidford DT CTA 5500+ CTA 4500+ Alscot Park Little Shelfor CTA FL65+ 5500-B e-Farm Fields Earm Shotteswell/Banbury 52.018 \bigcirc d Warden uxfo NOTAM Evesham Turweston ranfield Townsorth Ø Hinton In The Hedges SANS Finme Enstone Θ min 31 er Harfo \odot \odot Stansted \odot Lo V h Roundabout Junction 4 TH. • WIN CTA-EL125+ Brize Nor HEN BNN (Hatfield) BPN (Nor Weald 500+200or Res oir Brize \odot Oxford () CHT Watford BSO Cheshunt Chipp -ppin AM ⊘ ⊖ Elstree airford V Fari Giles (V) FL65-Be tapleford. - $\overline{\mathbb{N}}$ Jenkins Water Eaton CTA FL85+ 6 \odot • $\overline{\mathbf{v}}$ ICI Charlton Park-TMA 5500+ orth Moretor Woobu BUR V Swindon rosder LON Farm Damy Prior CPT V 51.5N Q Draycot W H nburv TA EL \odot Θ \oplus ۲ 750k, 15 nm Ramsbury \bigcirc 4000 3000 2000 Witney Cheddington Letchworth Pirton Luton Meppershall Cottered/Bunting Holmbeck Farm Oaklands Oxford Bicester Wes 1000 Norton

Chart 2 – Radial 074°



Chart 3 – Radial 140°

08:55 Wed 13 Sep 94%
 Q O Route Undo Weather Logs Pilot Log Help Simulate Go Flying Â Cinderford Oxford Monmouth • WIN Q Witney Abergavenn Ebbw Vale FL75+ BCN 2 Brize No FL125+ CTA FL75 \odot Nympsf TA FL155 CIA - Usk CTA are \$ EL75 Oxford \odot BSO Llandegtedd Cam 0 CTA 5500-FL75 4000-FL105 Re émble 00 Bowldown CTA FL105 Water CTA FL85+ G (\vee) M4 Jun The Chase TMA 5500+ CTA 4000-FL105 \odot Newp ind Farm Newpor ity Badmintor Cardiff Draycot Farm \odot (\bullet) Garst Tv Mast \heartsuit M4.1 Inctic Avon Br C mbury CPT \bigcirc 500+ (v) \bigcirc \bigtriangledown CTA F465+ (\mathbf{v}) Pewsey Bowden F $\overline{\mathbb{V}}$ Brimpton Bri Lig Ģ Ø V Pewsey V ar H Λ hil Chu FL105-N V D124 Nethe von 223 Basing M5 S \odot FC-0 emon HQ Minehead SFC-1051 Wells M opham $\overline{\mathbb{O}}$ Well D123 SFC AIAA SEC uxton € Wa Bullington Cros D122A FL80-FL160 I-B et Harbour Wallop Boscombe 6 Aidd Bridg CTA 4500-FL65 The Par Stre 0 Castle Cary SFC-340 Clatw Bo YEO..... E y Reservoir Oaklands Farm (East Tytherley) arlev Fa eovilton Gillingham FL65+ ton Ø ougha 51N Henstridge (CTAFL95+ YVL CTA 4 Compton Abbas V Yeovil/Westland ordingbridge 750k, 15 nm Watchford Farm Θ \oplus ٢ King's Stag CTA FL135 7 4000 3000 2000 Chippenham Wadswick White Ox Meac Castle Cary Lyneham Brinkworth Fairford Swindon Calne Craysmarsh Farm Brown Shutters Lower Withial Farm 1000 ×prtonalingdon

Chart 4 – Radial 223°

08:55 Wed 13 Sep 94%
□ Q O Route Undo Weather Logs Pilot Log Help Simulate Go Flying Â CTA FL105+ 3W on-Wye 2W Upper Harford Bicester 2 CTA FL75+ \odot Ø. w Tredunn ck Far Gloucester \odot ar Cinderfo CTA ach Roundabout North Abergavenny Ç CTA 5500+ Oxfor Monmouth WIN Abergavenn CTA FL 125+ w Vale Brize No ΒZ CTA FL75+ Nympsfi SEC-4000 BCN C.Usk \$ Oxford r FL76 \odot BSO ST Faring landegtedd I-B CTA 5500-FL75 ood mble CI 00 CTA FL105 Bowldown 0 \bigtriangledown CTA FL85 6 (• The Chase M4 Jun TMA 5500+ CTA 4000-FL105 × North Mor 4000-FL 105 Newport idon ty Newport larpsder Weather Draycot Membury \odot \odot \mathbf{O} Mast M4 Wenv Whi Avon B CPT V \odot ham Reading $\overline{\mathbf{v}}$ \odot BRI CTAFL65 $\overline{\mathbb{N}}$ 0 Vale of Perusey Bowden Farm \odot FL165+ Brimpton Brist Lig (G)Ri 0 $\overline{\mathbf{v}}$ Pewsey ar Hil v V Jpavon FL105 eddar V $\overline{\mathbb{V}}$ Netheravon Q124 Hook Ra M5 S O Frome SkyDemon HQ SFC+ TAFEL105+ V SF0-2 st Ando Odihar • D123 SEC -6000 opham @ D122A FL80-FL160 I-BOL \odot Middle Boscombe Dow TA FL65+ SFC-3401 New Alresford Bos V.I-YEO Oaklands Farm (East Tytherley) eovilton Gillingham SAM Ho Θ \oplus 750k, 15 nm • S Henstridge bug V 4000 3000 2000 Chippenham Garston Farm White Ox Mead Shepton Mallet Lyneham Brinkworth Fairford Lower Withial Farm Chippenham Wadswick Brown Shutters Swindon 1000 rton N

Chart 5 – Radial 229°



Chart 6 – Radial 283°