

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2023-38667	1.0	21/11/2023	21/11/2023

RADAR CALIBRATION YEOVILTON PSR

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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1 Dec 23 – 31 Mar 25	23:00 – 05:00 (22:00 – 04:00) ¹
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Vertical Limits:	Allocated Mode 3A (SSR):
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8,000ft – 22,000ft AMSL	0024
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Aircraft Details:	NDS Approved:
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Type: B200 Callsign: CLBxxx	Yes – Subject to the conditions in Section 2
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Event Sponsor(s):	Aircraft Operator(s):
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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:
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Cardiff 01446 712562 Exeter 01392 354918 Plymouth Mil 01752 557808 Swanwick ACC – GS West 01489 612413 Swanwick Mil (78 Sqn) – West 01489 612417 Western Radar 01489 445560 Yeovilton 01935 455243 <i>Info: Bristol, Culdrose, Newquay</i>	
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Airspace Reservations:

EG D009A/B Wembury 017522 86146 EG D011A Okehampton 01837 657210 EG D011B Willsworthy 01837 657210 EG D011C Merrivale 01837 657210 EG D064C South West MDA 01489 612495 EG D115B Manobier 01834 871282 EG D117 Pendine 01994 452240 AARA10 - 01489 612495 NGSA Area 5 - Dartmoor - PARA Dunkeswell 01404 891690 TRA 001 & 002 01489 612495
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGNV	AU3
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¹ See Para 19 for a day time exception.

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) – AU3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials required to conduct a calibration of the Primary Search Radar (PSR) at Royal Naval Air Station (RNAS) Yeovilton. The radar is located within the aerodrome boundary.

16. **This ACN replaces ACN 2022-03-0050.**

17. **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, which ATC Unit will be the primary controlling agency and availability of an ATS for the duration.

18. The controlling authority is responsible for informing adjacent ATS providers of the details of the flight check, subject to the radial to be flown.

19. **Times.** This calibration is routinely a night task. However, the sponsor may request a daytime check with prior agreement with Swanwick ACC (GS West) and Swanwick Mil (West).

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 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:

- a. 8,000ft
- b. 15,000ft
- c. 21,000ft
- d. 22,000ft
- e. Other levels between 8,000ft and 22,000ft may be requested by the calibrator, but are subject to prior agreement with ATC.

22. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary. Radials will be chosen from the following options:

- a. Radials between 230°T and 300°T

23. The aircraft is required to conduct six runs at each level, operating between 30nm and 80nm from the radar head. The final run (at 22,000ft), will continue to the radar overhead.

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

25. **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.

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

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

- | | |
|------------------------|-------------|
| a. Cardiff | 119.155 MHz |
| b. Exeter | 128.980 MHz |
| c. Plymouth Mil | 124.150 MHz |
| d. Swanwick Mil – West | 135.150 MHz |
| e. Western Radar | 132.300 MHz |
| f. Yeovilton | 127.350 MHz |

27. Availability of an ATS service 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. **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.*

32. **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).

33. **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.

SECTION 3

Area of Operation

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

Chart 1 – Overview

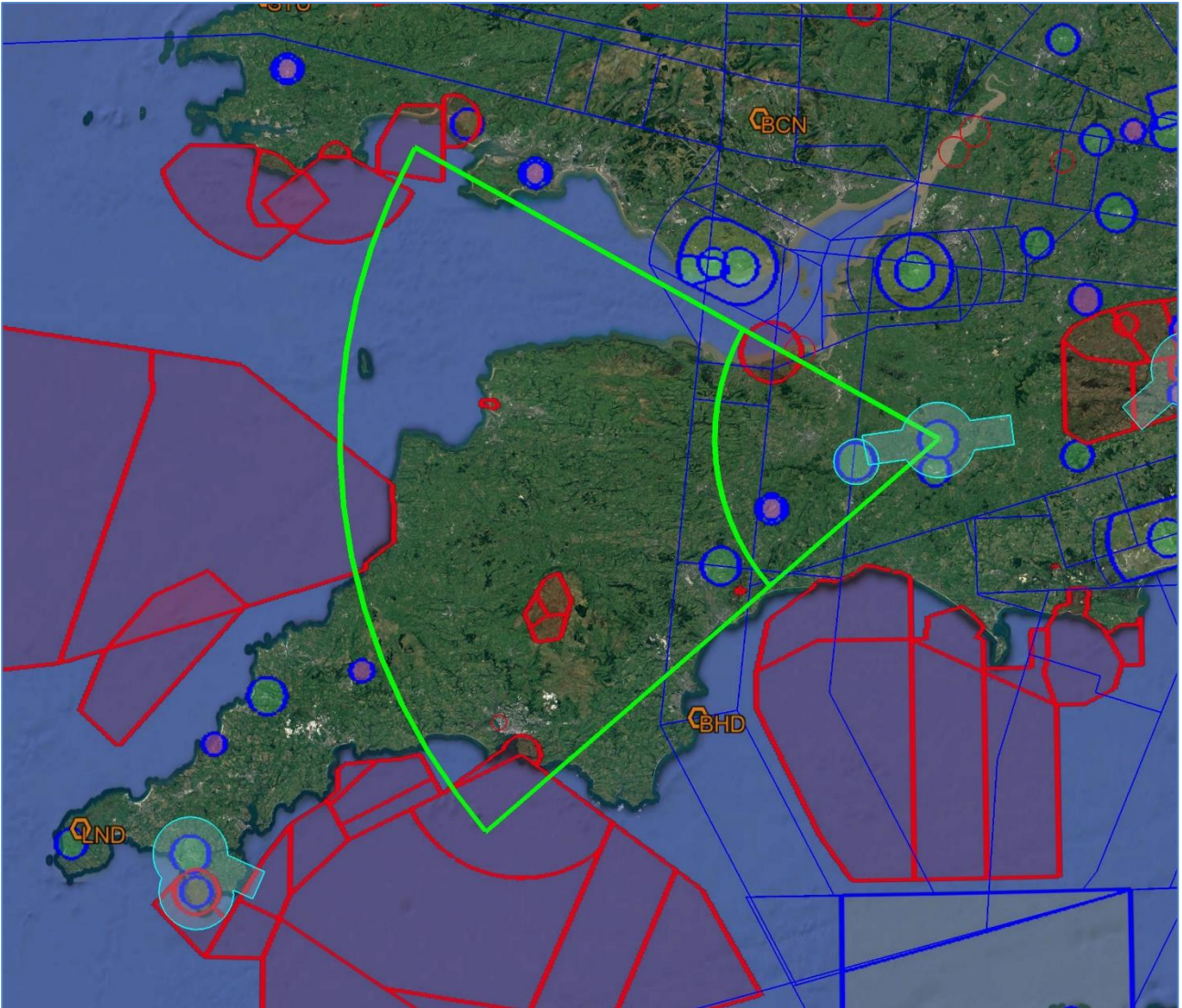


Chart 2 – 230° to 300°

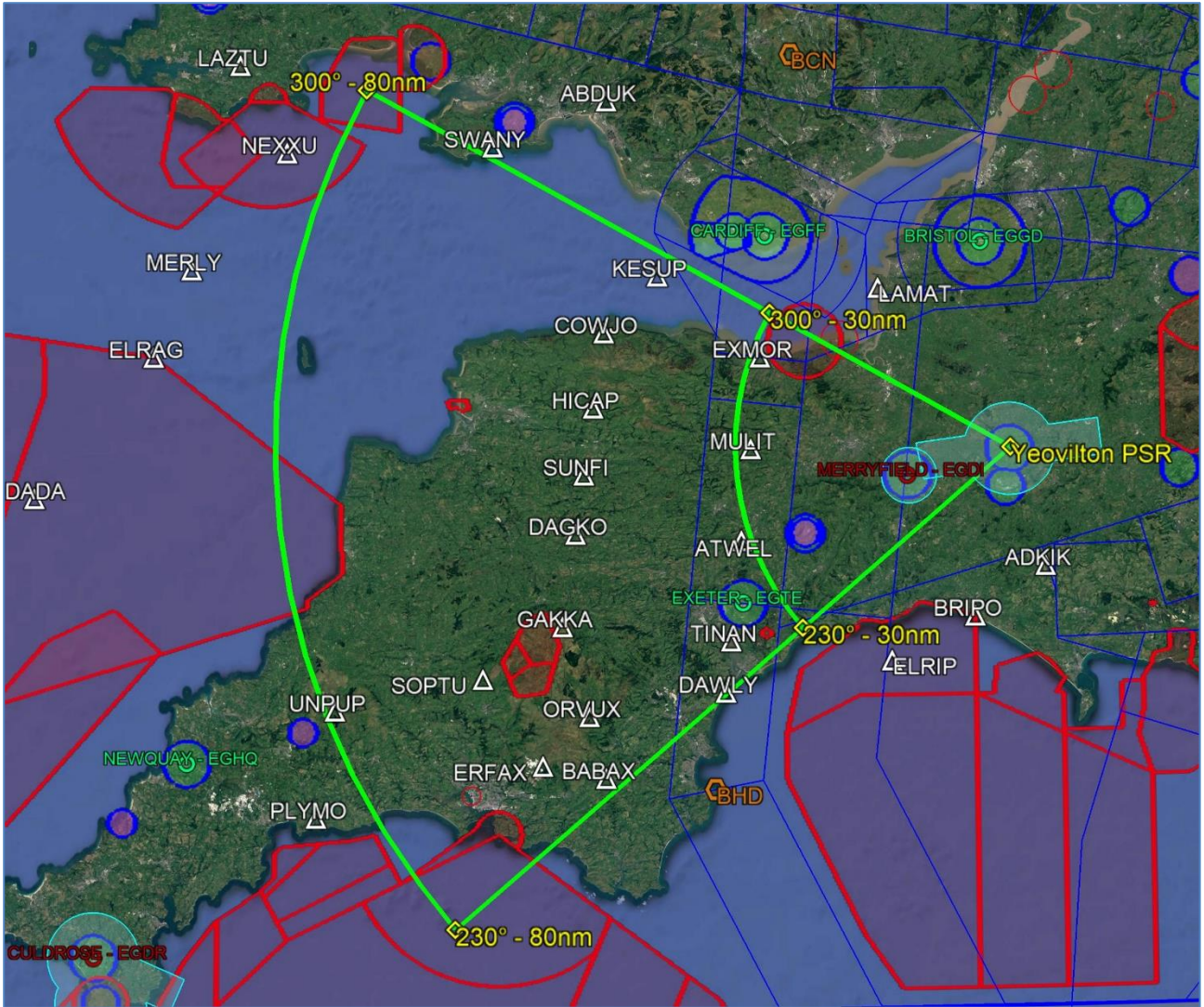


Chart 2 – 230° to 300°

