

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-1226	1.0	08/03/2024	04/03/2024

Civil Aviation  
Authority

## Flight Trial Calibration GPA Radar (NATS/FCSL)

### NDS

**Subject to NOTAM: No****Date(s) of activity/Validity:**

29 Apr 24 – 17 May 24

**Times - ALL TIMES UTC**

0600-1800

**Vertical Limits:**

SFC – 20000ft AMSL

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

Tactically Issued by ATC

**Aircraft Details:**Type: TBC  
Callsign: TBC**NDS Approved:**

Yes – See Section 2

**Event Sponsor(s):**

NATS  
4000 Parkway  
Whiteley  
Fareham  
Hampshire  
PO15 7FL

Aviation House  
Glasgow Prestwick Intl Airport  
Prestwick  
South Ayrshire  
KA9 2PL  
[Mark.spencer@nats.co.uk](mailto:Mark.spencer@nats.co.uk)  
07990551141

**Aircraft Operator(s):**

FCSL  
Shoreham-by-Sea  
BN43 5FF

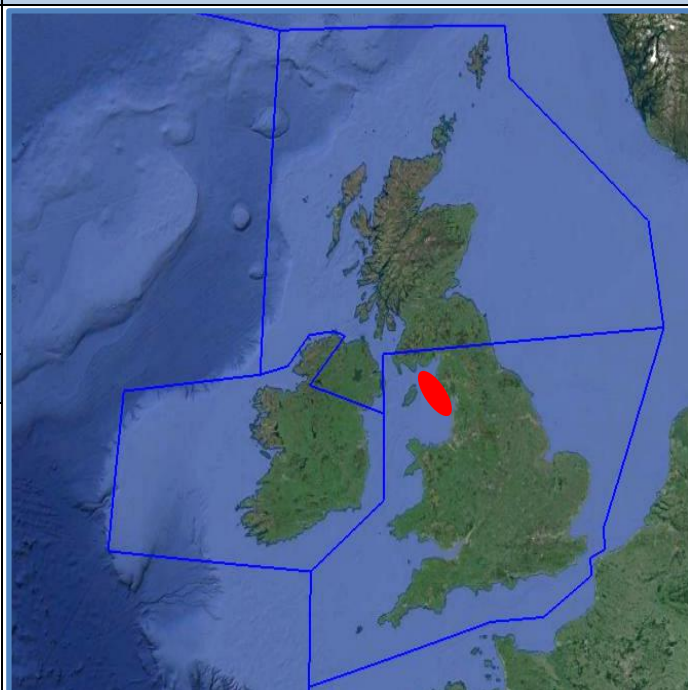
01243 538 245

[operations@flight-cal.com](mailto:operations@flight-cal.com)**ATS Units/****Controlling Agencies:**

Prestwick Radar 01292 511107

Glasgow ATC 0141 840 8029

Scottish Control/Information 01294 655300

**Geographical Limits:****Airspace Reservations:**

D509

01923 956371

**Departure/Destination Aerodrome(s)**

TBC

**ACN Issued by:**

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 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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

**SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**

15. This ACN details profiles for Flight Trial Calibration, GPA Radar.

16. The Calibration requires radials to be flown from the point of origin (55°35'09.6"N 004°19'47.6"W) at the following distances and heights.

Distance	Radial	Height
55nm	240°T	6000ft, 10000ft, 20000ft
50nm	240°T	3000ft
40nm	240°T	1000ft

17. The Calibration also requires a 25nm radius Part Orbit from radar, starting at 300°T flying anticlockwise to 080°T.

18. Additional profiles are required at each of the 11 Windfarm sites represented in the charts 1 and 2.

**19. The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.**

20. **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 Air Traffic Service (ATS).

21. **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.

22. **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. Prestwick Radar              | 129.450 MHz |
| b. Glasgow Radar                | 119.100 MHz |
| c. Scottish Control/Information | 119.875 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. EGTTFZC 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. **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.

29. **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.

30. **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.*

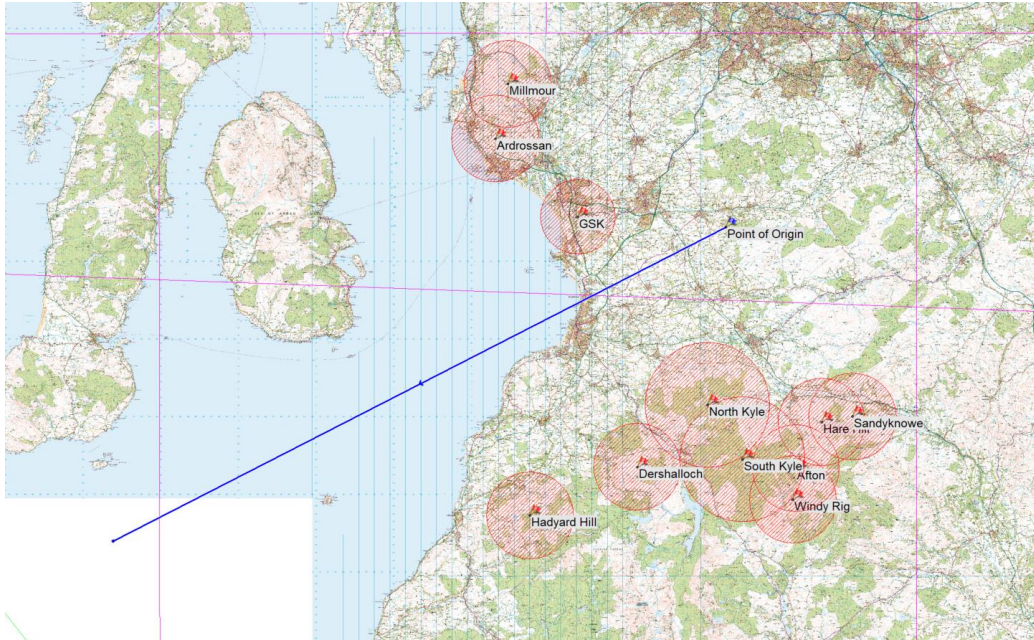
31. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

### SECTION 3

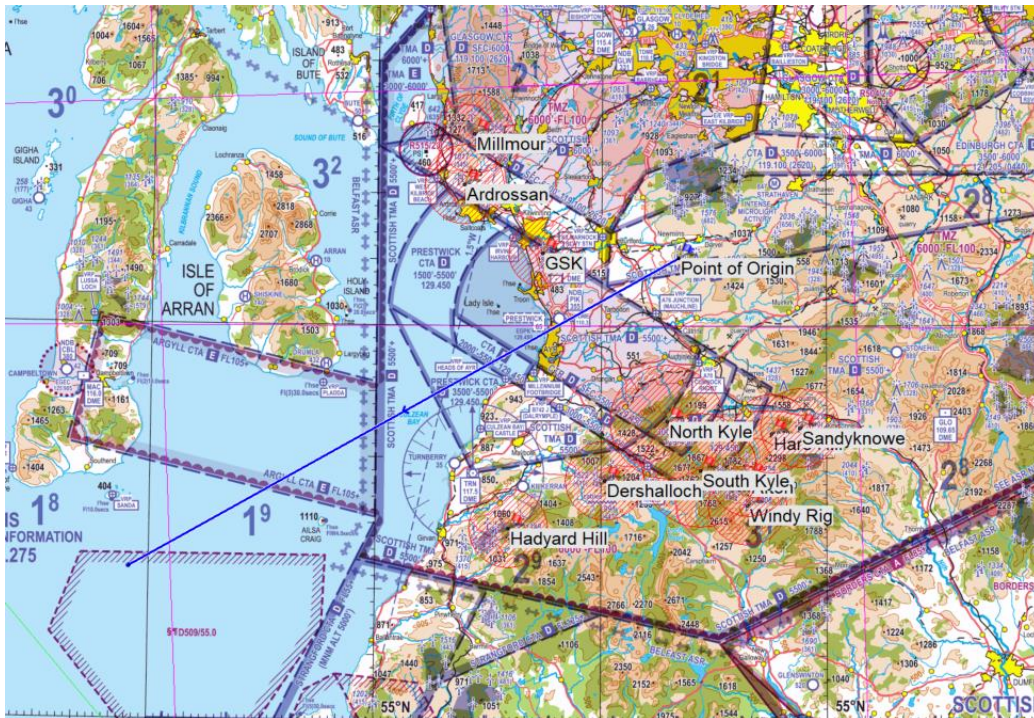
#### Area of Operation

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

**Chart 1 – Overlay showing Calibration Locations**



**Chart 2 – Calibration Locations Aeronautical Chart**



**Chart 3 – Specific Lat/Long Information with Lower and Upper Levels**

B	D	E	F	I	J	L	M	N	P
ADDITIONAL DETAILS OF WHAT YOU ARE NOTIFYING (If appropriate, please insert "N/A" in this column)	RADIUS IN NAUTICAL MILES (NM) OR KILOMETRES (KM) (Please ensure you include either "NM" or "KM" for each radius you input below)	LATITUDE	LONGITUDE	LOWER LIMIT (If the Lower Limit is from the surface, please insert "SFC" in this column and leave the next two columns blank)	FEET / METRES / FLIGHT LEVEL (Please select from drop-down list below)	SPECIFY TYPE FOR LOWER LIMIT (Please select from drop- down list below) (If the Lower Limit is being expressed as a Flight Level, leave this column blank)	UPPER LIMIT	FEET / METRES / FLIGHT LEVEL (Please select from drop-down list below)	SPECIFY TYPE FOR UPPER LIMIT (Please select from drop- down list below) (If the Upper Limit is being expressed as a Flight Level, leave this column blank)
55NM Radial Run (240°True ) from start location at 6,000ft, 10,000ft and 20,000ft AMSL		55°35'09.6"N	004°19'47.6"W	6000	FEET	ABOVE MEAN SEA LEVEL	20000	FEET	ABOVE MEAN SEA LEVEL
50NM Radial Run (240°True ) from start location at 3,000ft AMSL		55°35'09.6"N	004°19'47.6"W	3000	FEET	ABOVE MEAN SEA LEVEL	3000	FEET	ABOVE MEAN SEA LEVEL
40NM Radial Run (240°True ) from start location at 1,000ft AMSL		55°35'09.6"N	004°19'47.6"W	1000	FEET	ABOVE MEAN SEA LEVEL	1000	FEET	ABOVE MEAN SEA LEVEL
25nm radius Part Orbit from radar, starting at 300ft flying anticlockwise to 080°		55°30'08.9"N	004°35'2.0"W	4000	FEET	ABOVE MEAN SEA LEVEL	4000	FEET	ABOVE MEAN SEA LEVEL
Millimour Windfarm	3.5NM	55°44'32"N	004°47'09"W	2000	FEET	ABOVE MEAN SEA LEVEL	3000	FEET	ABOVE MEAN SEA LEVEL
Ardrossan Windfarm	3.5NM	55°40'37"N	004°48'20"W	2000	FEET	ABOVE MEAN SEA LEVEL	3000	FEET	ABOVE MEAN SEA LEVEL
Dershalloch Windfarm	3.5NM	55°18'19"N	004°29'34"W	2000	FEET	ABOVE MEAN SEA LEVEL	3000	FEET	ABOVE MEAN SEA LEVEL
GSK windfarm	3NM	55°35'30"N	004°37'56"W	1000	FEET	ABOVE MEAN SEA LEVEL	2000	FEET	ABOVE MEAN SEA LEVEL
Sandyknove Windfarm	3.5NM	55°22'18"N	004°09'34"W	2500	FEET	ABOVE MEAN SEA LEVEL	3500	FEET	ABOVE MEAN SEA LEVEL
Windy Rig Windfarm	3.5NM	55°16'25"N	004°10'31"W	3000	FEET	ABOVE MEAN SEA LEVEL	4500	FEET	ABOVE MEAN SEA LEVEL
Hadyard Hill Windfarm	3.5NM	55°14'40"N	004°42'22"W	2000	FEET	ABOVE MEAN SEA LEVEL	3000	FEET	ABOVE MEAN SEA LEVEL
Afton Windfarm	3.5NM	55°18'35"N	004°10'17"W	2500	FEET	ABOVE MEAN SEA LEVEL	4000	FEET	ABOVE MEAN SEA LEVEL
Hare Hill Windfarm	3.5NM	55°21'51"N	004°07'17"W	2500	FEET	ABOVE MEAN SEA LEVEL	4000	FEET	ABOVE MEAN SEA LEVEL
South Kyle Windfarm	5NM	55°19'05"N	004°16'48"W	2500	FEET	ABOVE MEAN SEA LEVEL	4000	FEET	ABOVE MEAN SEA LEVEL
North Kyle Windfarm	5NM	55°22'47"N	004°21'17"W	2500	FEET	ABOVE MEAN SEA LEVEL	4000	FEET	ABOVE MEAN SEA LEVEL