AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2024-4000	1.0	03/07/2024	25/06/2024

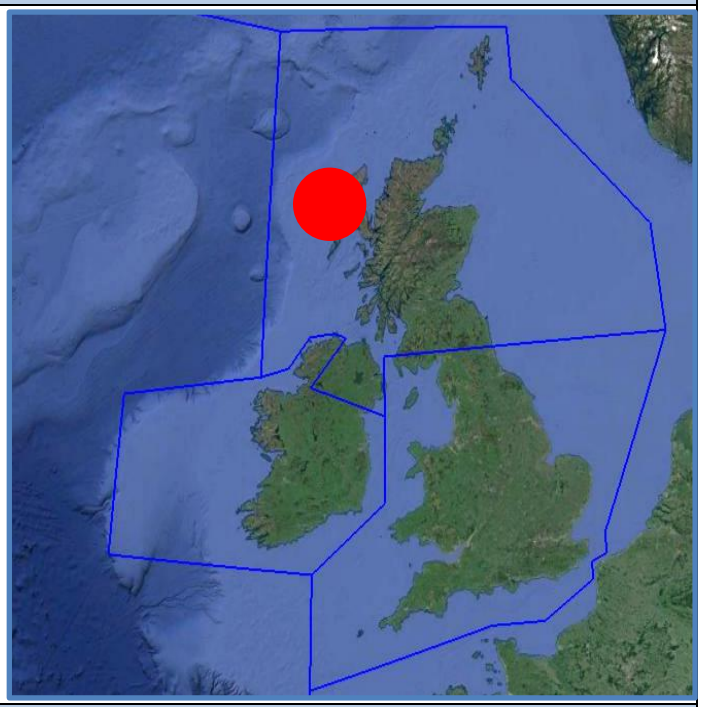
St Kilda Combined PSR and SSR Engineering and Commissioning Flight Check

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times
1 Aug 24 – 31 Dec 25	08:00 – 20:00 *Z*
Vertical Limits:	**Allocated Mode 3A (SSR):**
1500ft – 30000ft RVN plus/minus D Value correction then converted to a Flight Level	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 Teesside International Airport Darlington DL2 1NL 01325 335346 anthony.tyrer@uk.thalesgroup.com	The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1NL 01325 335346 anthony.tyrer@uk.thalesgroup.com

ATS Units/ Controlling Agencies:		Geographical Limits:
Stornoway	01851 707424	
Prestwick Centre	01294 655300	
Airspace Reservations:		
D701	01870 604449	

Departure/Destination Aerodrome(s)	ACN Issued by:
EGPO	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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for the St Kilda Combined PSR & SSR Engineering and Commissioning Flight Check.

16. **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 and availability of an ATS.

17. **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. Outside CAS, the flight is CAT Z, however Air Traffic Service (ATS) providers are requested to try and afford the flight a non-deviating track where possible.

18. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary between subsequent days. Whilst the sponsor may opt for any radial, the expected radials are listed below:

a. A single radial between 215° - 065°

b. To maintain the aircraft Radar Cross Section a radial outside of this segment may be requested on the day.

19. **RVSM Status.** The calibrator is Negative RVSM (**RVN**) for the duration of the activity

20. **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:

Engineering Flight Trial

21. **Levels and Radial Range – all ranges from St Kilda** (Black Text PSR, Green Text SSR)**.**

a. 30,000ft AMSL

i. 96nm – Radar Overhead x2

ii. 96nm - 76nm x2

iii. 120nm – Radar Overhead x2

b. 10,000ft AMSL

i. 70nm – Radar Overhead x2

ii. 70nm – 50nm x2

iii. 108nm – Radar Overhead x2 Inbound and Outbound

c. 5,000ft AMSL

i. 57nm – 37nm x2

d. 3,000ft

i. 54nm – 34nm x2

ii. 81nm – 61nm x1 Inbound and Outbound

e. 1,500ft

i. 77nm – 57nm x1 Inbound and Outbound

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

Commissioning Flight Trial

23. **Levels and Radial Range – all ranges from St Kilda** (Black Text PSR, Green Text SSR)**.**

a. 30,000ft AMSL

i. 100nm – Radar Overhead x2

ii. 100nm – 70nm x16

iii. 120nm – Radar Overhead x2

iv. 120nm – 105nm x3 Inbound and Outbound

b. 10,000ft AMSL

i. 75nm – Radar Overhead x2

ii. 75nm – 50nm x16

iii. 110nm – Radar Overhead x4

iv. 110nm – 85nm x3 Inbound and Outbound

v. 110nm – 50nm x8

c. 5,000ft AMSL

i. 59nm – 39nm x8

d. 3,000ft

i. 56nm – 36nm x8

ii. 81nm – 61nm x4 Inbound and Outbound

e. 1,500ft

i. 47nm – 27nm x8

ii. 77nm – 57nm x4 Inbound and Outbound

24. **Orbits.**

a. 5000ft

i. 1 x 15nm Orbit

ii. 1 x 25nm Orbit

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.

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. **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.

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 – 065 Radial

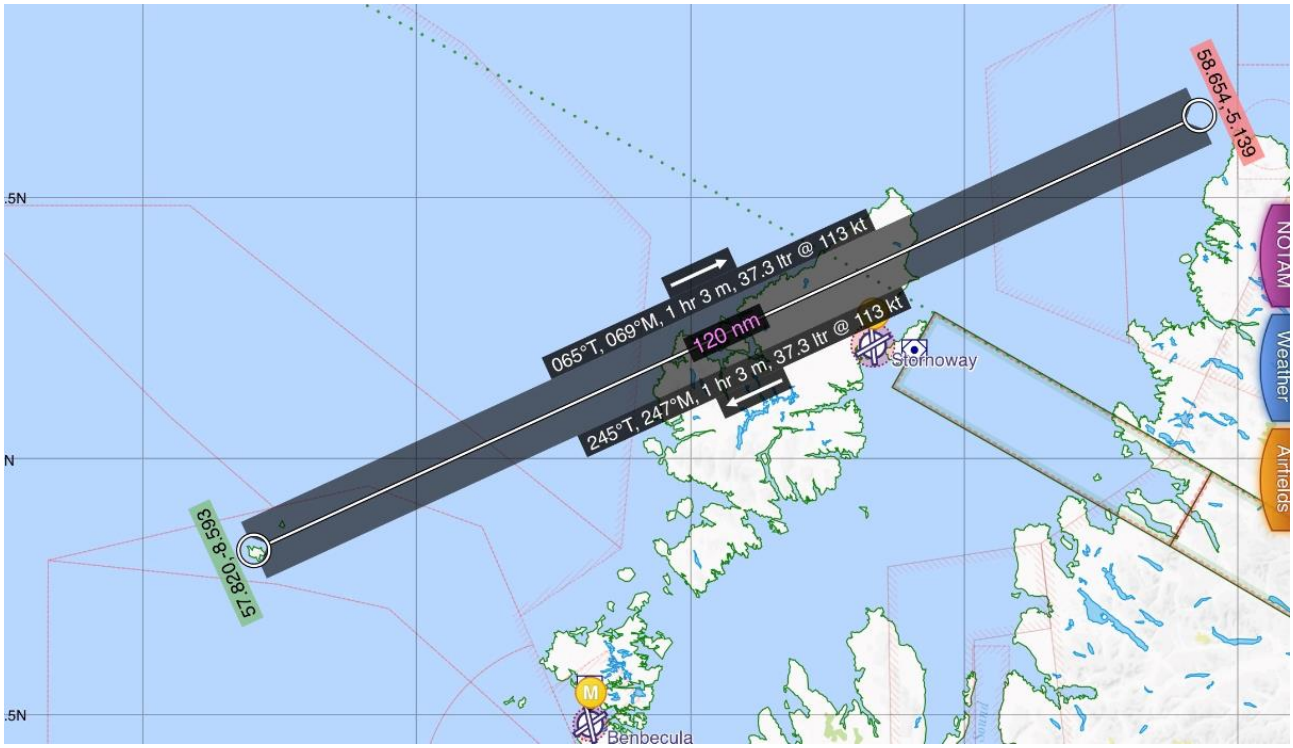


Chart 2 – 215 Radial

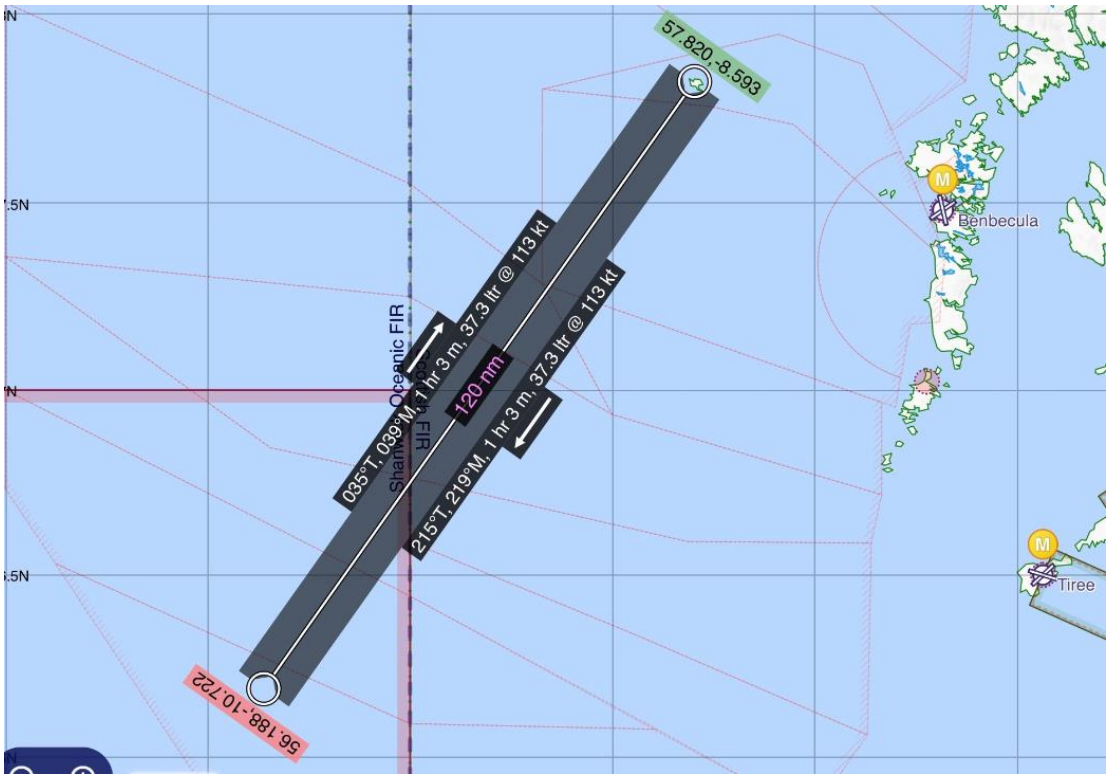


Chart 3 – 305 Radial