

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2024-5005	1.0	07/08/2024	29/07/2024

## RADAR CALIBRATION GREAT DUN FELL

**NDS**

**Subject to NOTAM: No**

**Date(s) of activity/Validity:** Times - ALL TIMES UTC<sup>1</sup>

04<sup>th</sup> September 2024 – 04<sup>th</sup> September 2025 0800-1700

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

FL50 - FL390 0024 or as required by ATC service provider

**Aircraft Details:** NDS Approved:

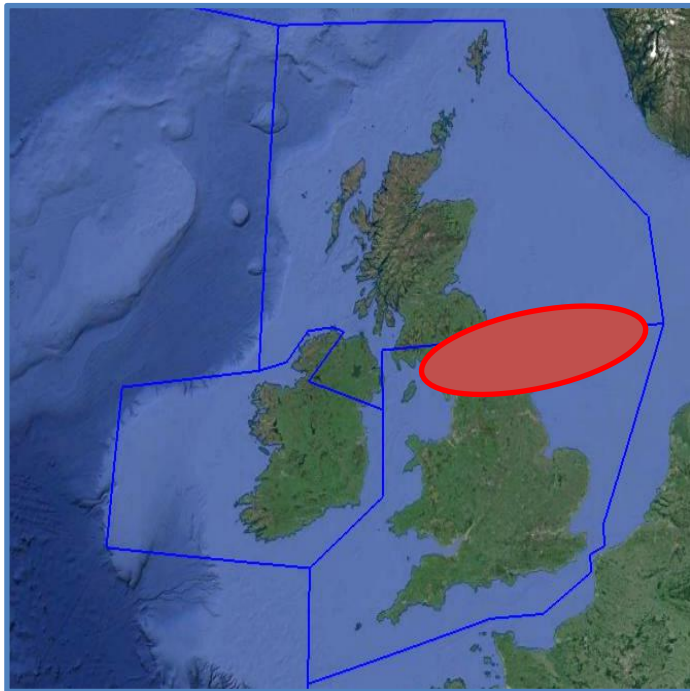
Type: Cessna Citation  
Callsign: TBC  
**Yes – Subject to the Conditions in Section 2**

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

Anthony Taylor, Systems Engineer, NATS CTC, 4000 Parkway, Whiteley, Fareham, Hants, PO15 7FL <a href="mailto:anthony.taylor@nats.co.uk">anthony.taylor@nats.co.uk</a>	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 <a href="mailto:operations@flight-cal.com">operations@flight-cal.com</a>
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**ATS Units/ Controlling Agencies:** Geographical Limits:

Newcastle	0191 214 8130
Prestwick ACC - Scottish Control	01294 655300
Swanwick ACC - London Control	01489 612420
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417
Teeside	01325 331020
Warton	01772 854747



**Airspace Reservations:**

D323	MAMC	01489 612495
D510A/B/C	Spadeadam	01697 749486

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

EGNT (Newcastle) AU3

<sup>1</sup> **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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

15. This ACN details the flight profiles required to conduct a Radar calibration of the Great Dun Fell Radar.

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. The actual start time for the calibration will be subject to ATC approval.

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

18. **Serials.** The aircraft is required to conduct the following serials.

<b><u>Serial No</u></b>	<b><u>Description</u></b>	<b><u>Altitude/FL</u></b>	<b><u>Notes</u></b>
A1	Position 30NM, 31.5NM or 34NM from N54°41'02.939" W002°27'03.203" (Great Dun Fell Radar) to commence clockwise Orbit.	FL100	1 x 360° Orbit. Can be flown anti-clockwise. Orbit distance dependant on weather at time of Trial.
A2	Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 160NM. Turn and fly R258 back to Great Dun Fell Radar.	FL390	
A3	Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 250NM. Turn and fly R258 back to Great Dun Fell Radar.	FL250	
A4	Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 160NM. Turn and fly R258 back to Great Dun Fell Radar.	FL100	
A5	Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 160NM. Turn and fly R258 back to Great Dun Fell Radar.	FL50	

19. **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.

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

- a. Newcastle Freq – 124.380
- b. Warton Freq – 129.530

- c. Swanwick Mil - East Freq – 133.325
- d. Swanwick Mil – West Freq – 124.450

21. 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.

22. **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

23. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM. Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval.

24. **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.

25. **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.

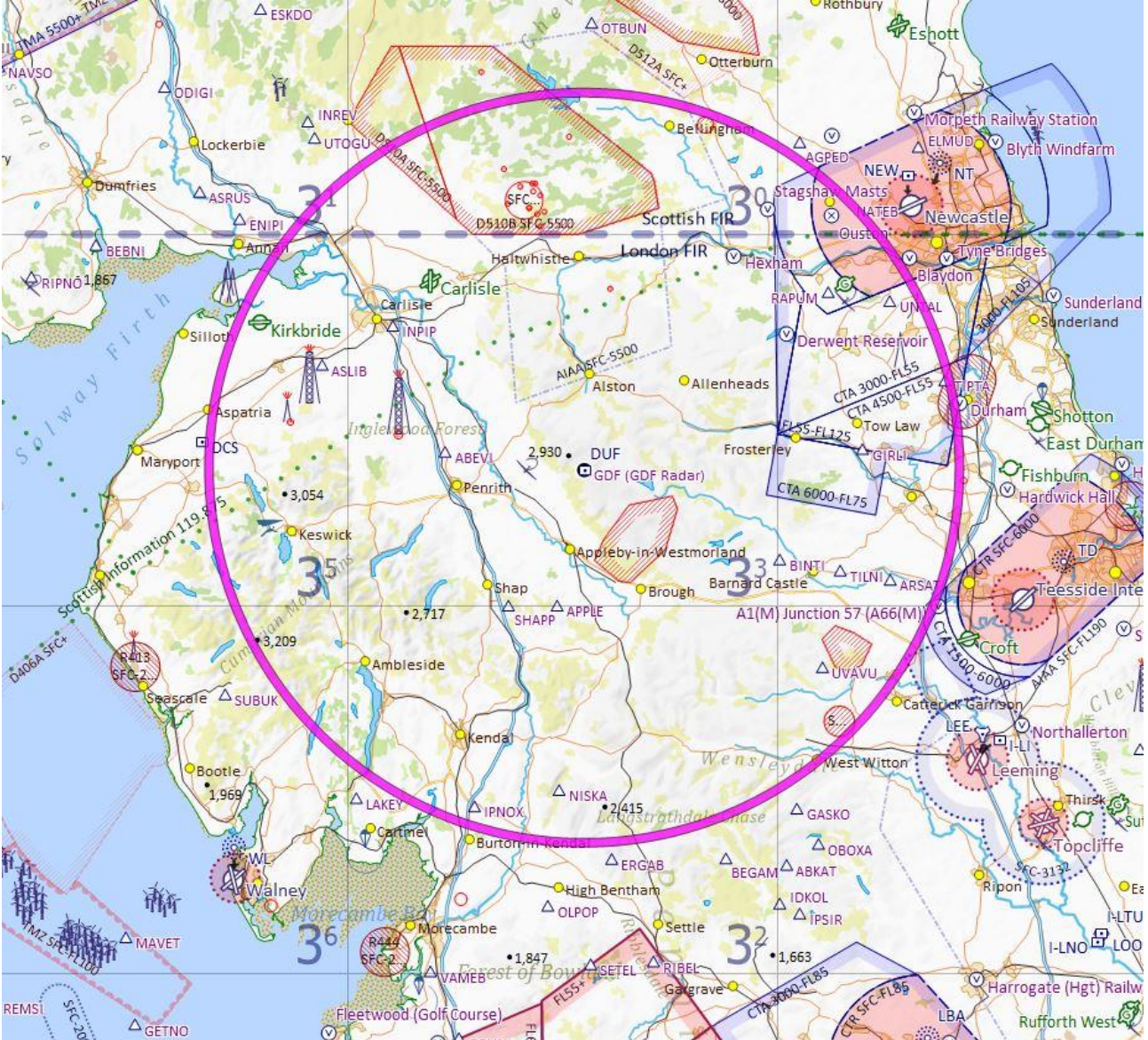
26. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

### SECTION 3

#### Area of Operation

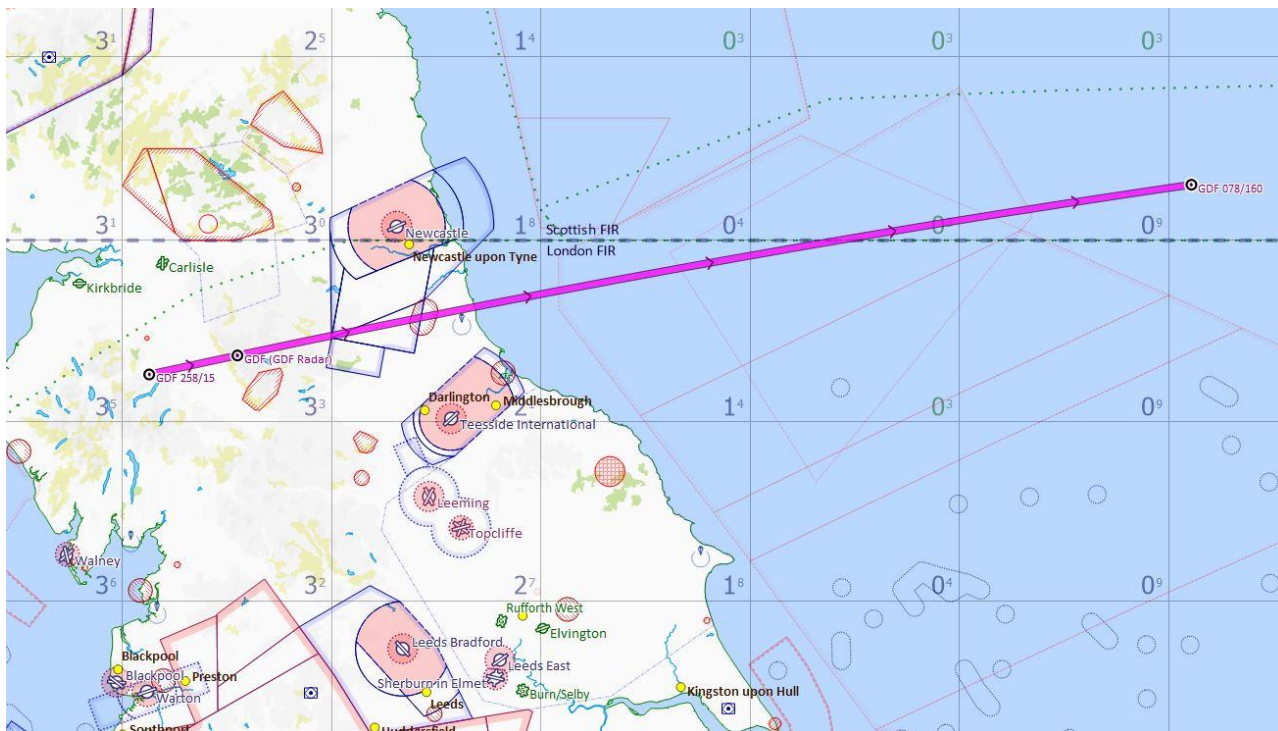
28. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

**Chart 1 – Serial A1 FL100**



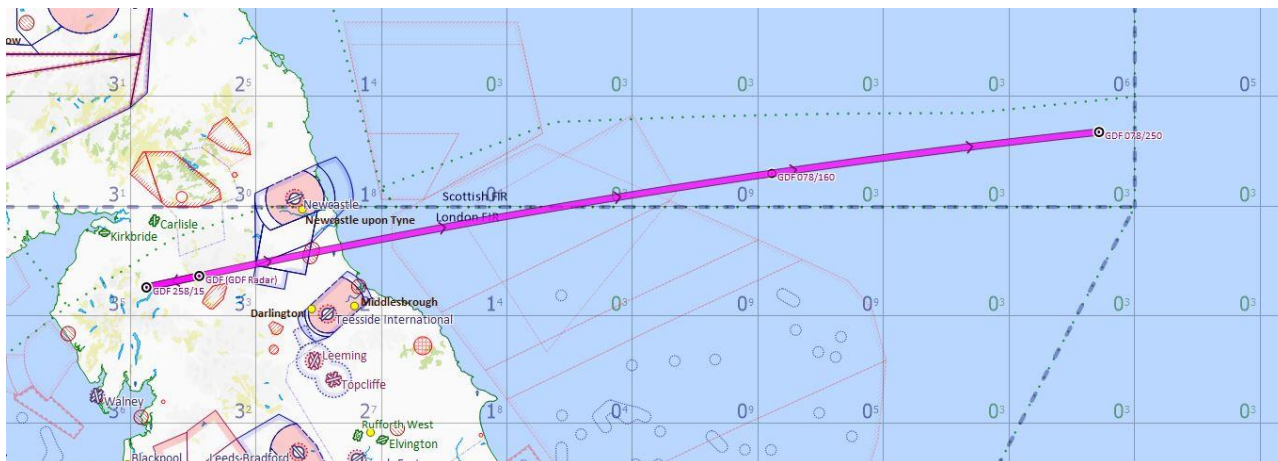
*Position 30NM, 31.5NM or 34NM from N54°41'02.939" W002°27'03.203" (Great Dun Fell Radar) to commence clockwise Orbit. Note. 1 x 360° Orbit. Can be flown anti-clockwise. Orbit distance dependant on weather at time of Trial.*

### Charts 2 – Serial A2 – FL390



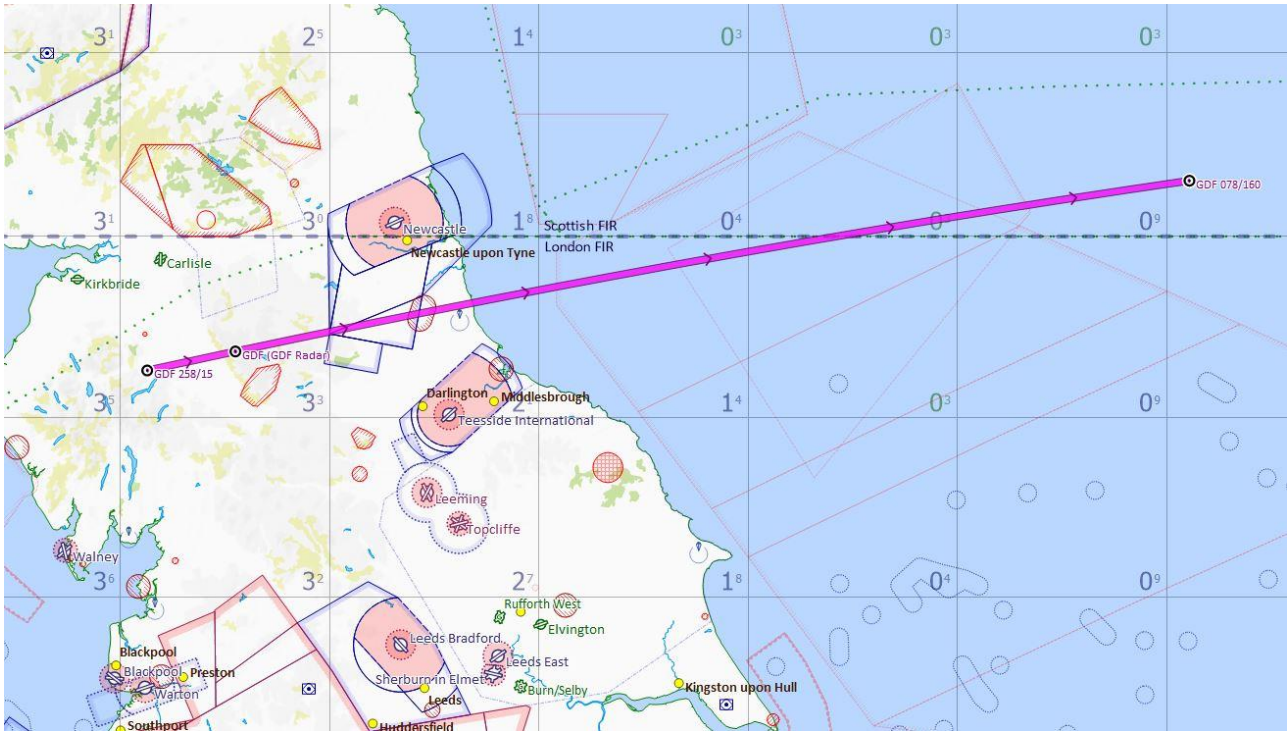
*Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 160NM. Turn and fly R258 back to Great Dun Fell Radar.*

### Charts 3 – Serial A3 – FL250



*Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 250NM. Turn and fly R258 back to Great Dun Fell Radar.*

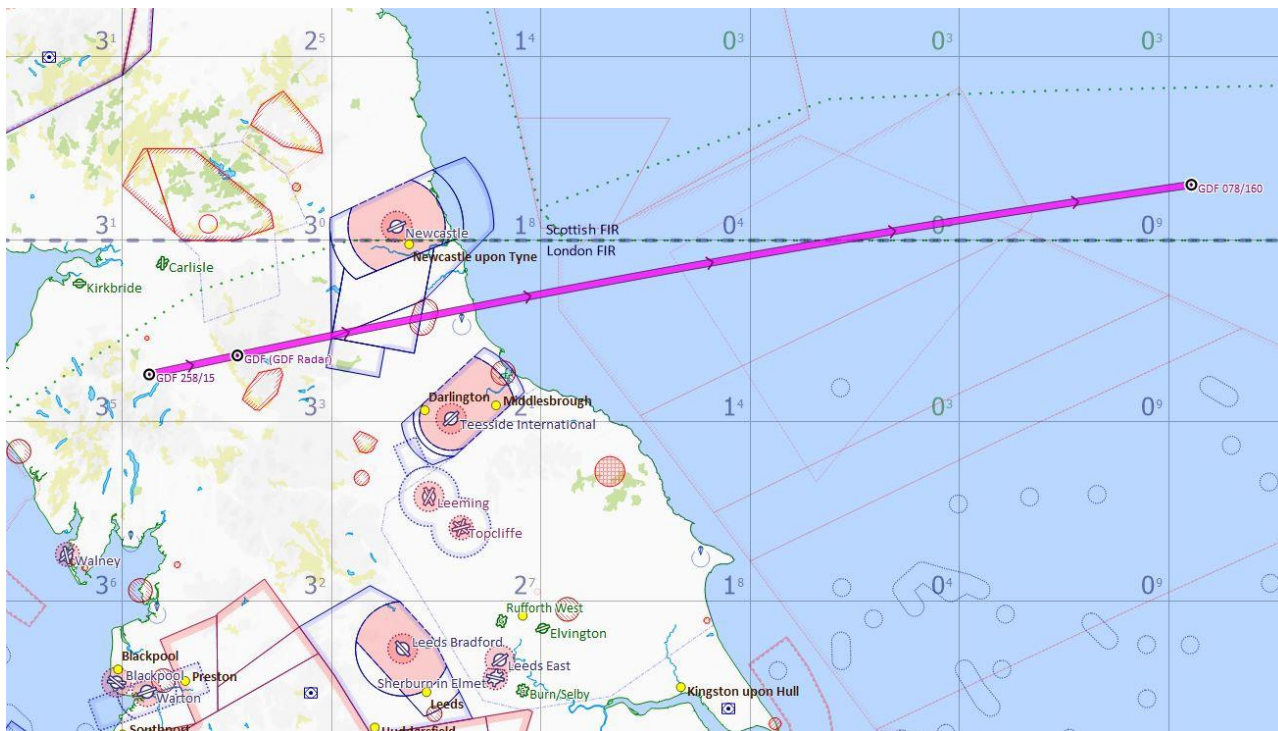
### Chart 4 – Serial A4 – FL100



*Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 160NM. Turn and fly R258 back to Great Dun Fell Radar.*



### Chart 5 – Serial A5 – FL50



*Fly R258 to 15NM West of Great Dun Fell Radar. Turn and overfly Radar on R078 to 160NM. Turn and fly R258 back to Great Dun Fell Radar.*