

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-5392	1.0	06/09/2024	16/08/2024

Civil Aviation
Authority

TYPHOON FLIGHT TRIAL BAE WARTON

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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6th September 2024 – 31st December 2024

0800 - 1800

Vertical Limits:FL240 – FL400 **RVN****Allocated Mode 3A (SSR):**

Tactically Issued by ATC

Aircraft Details:

Type: Up to 3 Typhoons
Callsign: Tarnish (WTN)

NDS Approved:

Not applicable

Event Sponsor(s):

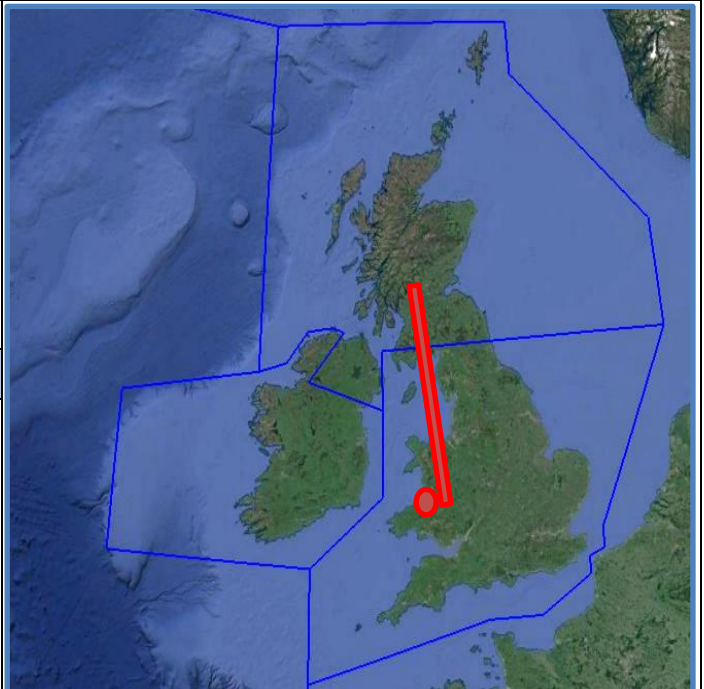
Flight Test (Attn: Mark Sheldon)
BAE Systems Warton Aerodrome
Preston
PR4 1AX
03300 480151
mark.sheldon@baesystems.com

Aircraft Operator(s):

Flight Test (Attn: Mark Sheldon)
BAE Systems Warton Aerodrome
Preston
PR4 1AX
03300 480151
mark.sheldon@baesystems.com

**ATS Units/
Controlling Agencies:**

Prestwick ACC	01294 655300
Swanwick ACC	01489 612420
Swanwick Mil (78 Sqn) – West	01489 612417
Swanwick Mil (78 Sqn) – North	01489 612943
Warton	01772 854747

Geographical Limits:**Airspace Reservations:**D405
D406**Departure/Destination Aerodrome(s)**

EGNO

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(Mil), Swanwick Mil (78 Sqn) 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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to be flown in order to undertake trials on the Typhoon aircraft. The two aircraft profiles will be flown repeatedly with up to 3 aircraft.

16. **Profiles:** There are two types of profile that will be flown (see section 3 for charts):

- a. Profile 1. Profile 1 will be flown with one Typhoon on a northerly track with up to two Typhoons tracking south between the same points, until flythrough is achieved. All aircraft are to be at the same altitude (\geq FL300) at start but one aircraft will climb to provide 2000ft clearance by 10nm split range.
 - i. Start Point South 1.6nm east of reporting point MEDOG, N 51° 57' 01" W 003° 30' 17".
 - ii. Start Point North 12.2nm east of reporting point NORBO, N 55° 35' 44" W 004° 24'.
- b. Profile 2. Profile 2 will be flown by one Typhoon on a northerly track while a second aircraft orbits a position in the Irish Sea. The Typhoons may be flown at any height in the range FL240 to FL320.
 - i. Orbit Point 5nm radius of N54°00' W004°00'.
 - ii. Start Point South 19.6nm north of reporting point AMMAN, N 51° 50' 26" W 003° 59' 54".
 - iii. End Point of run 49.6nm north of reporting point AMMAN, N 52° 20' 22" W 003° 59' 55".

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 48 hours prior to undertaking the task. In addition, the test authority/Warton ATC is to re-contact those agencies at least 4 hours prior to the first ETD (of that day) to confirm acceptance of this flight.

18. **Priority.** This flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority. Subject to the prevailing traffic conditions on the day, the aircraft may be refused, asked to delay or to hold to allow most efficient use of airspace. This flight will not be accepted should any impacted sector be subject to any other non-standard activity; as notified by the Prestwick ACC or Swanwick ACC Operations Supervisor (including weather avoiding, emergencies, higher priority traffic etc).

19. **Air Traffic Service (ATS) Provision – Controlled Airspace (CAS).** Access to controlled airspace, is subject to the prevailing traffic situation and controller workload. In all cases, the pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

20. **Air Traffic Service (ATS) Provision (Above FL245).** Warton ATC are approved as an autonomous radar unit to provide an Air Traffic Service (ATS) to the flight within Controlled Airspace (CAS) when acting in conformance with the following documents:

- a. Policy for ATS Provision Within CAS by Units not Notified as the Controlling Authority.
- b. Letter of Agreement between NATS (En-Route) and BAE Systems Warton.
- c. CAP 493, Manual of ATS (MATS) Part 1.
- d. Warton MATS Part 2.

21. Due to the flight profiles and technical limitations of radar and radio coverage the Sponsor should liaise with Swanwick Mil (78 Sqn) for provision of additional ATS.

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

27. Charts highlighting the area of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview 1

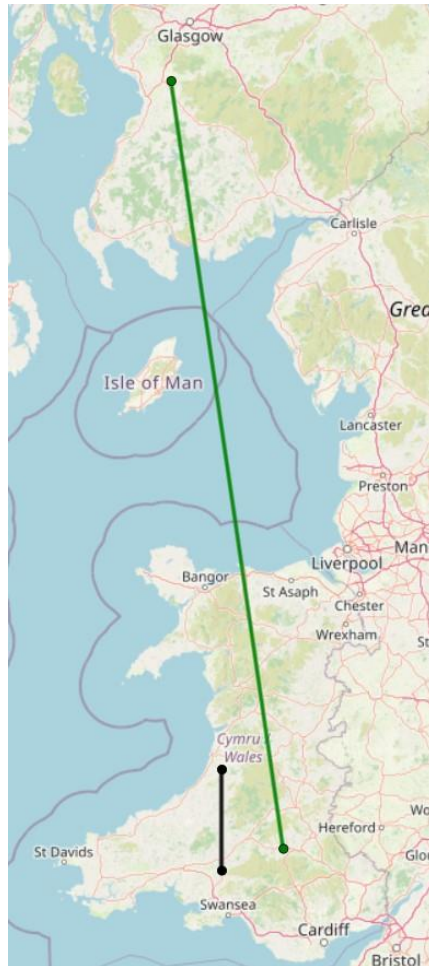


Chart 2 – Overview 2



Chart 3 - Profile 1 start point north

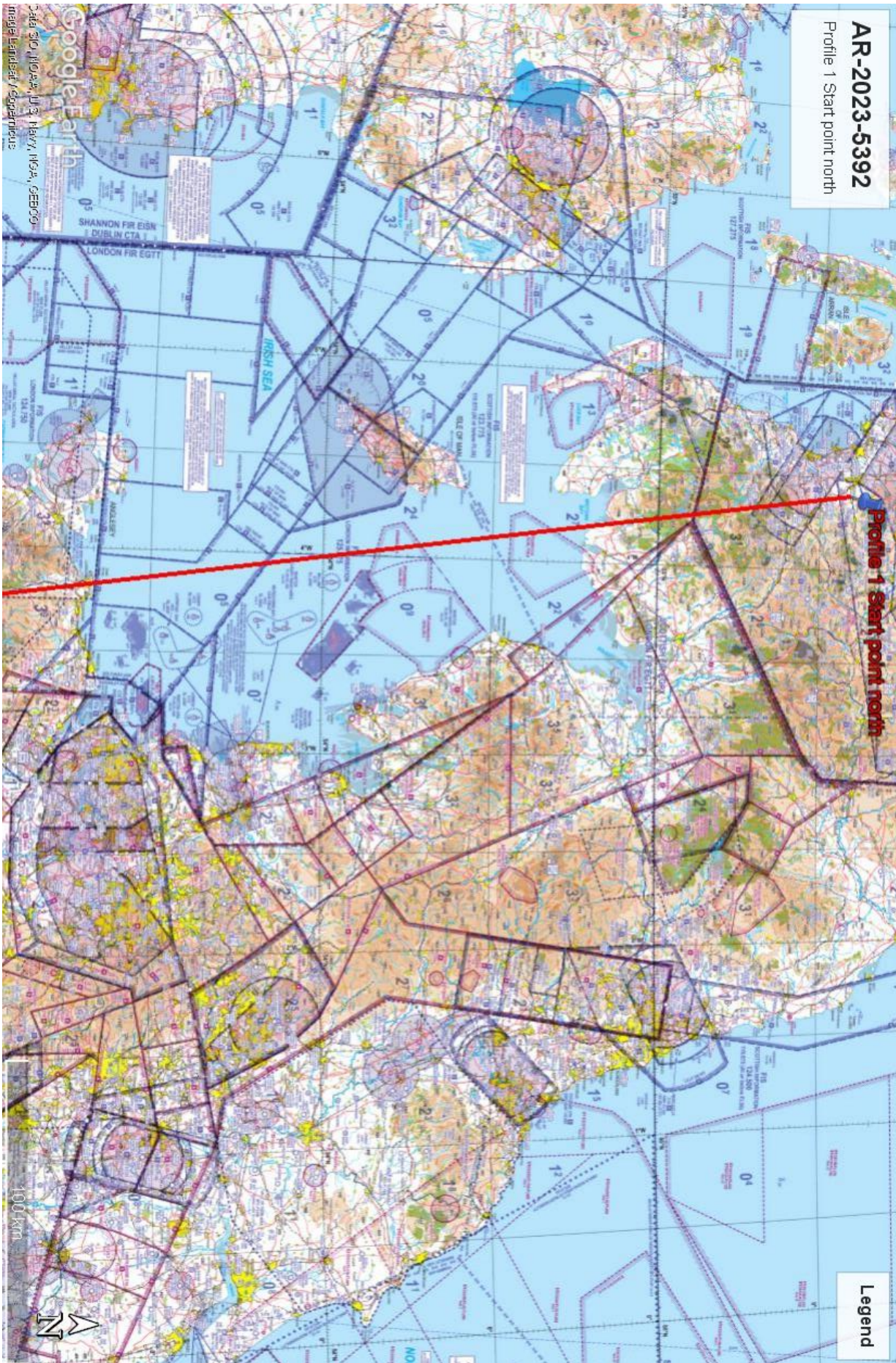


Chart 4 – Profile 2 Start point south



Chart 5 – profile 2

