AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2024-7433	1.0	19/11/2024	29/10/2024

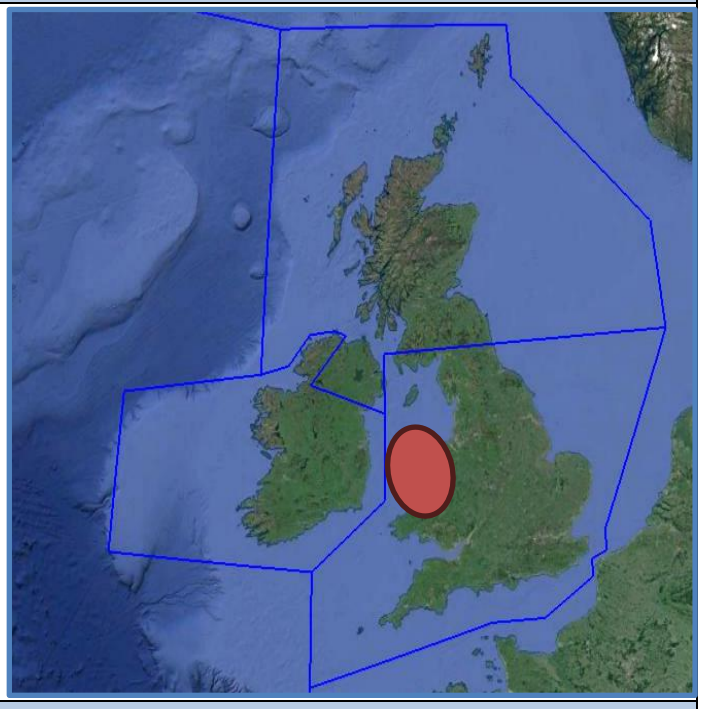
Calibration Aberporth Radar (Thales)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times
29th November 2024 – 31st January 2027	0800 – 2000Z
Vertical Limits:	**Allocated Mode 3A (SSR):**
5000ft – 20,000ft 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	The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1NL 01325 335346
ATS Units/ Controlling Agencies:	**Geographical Limits:**

Aberporth	01239 814001
Prestwick ACC	01294 655300
Swanwick ACC	01489 612420
Swanwick Mil West	01489 612417
Valley	01407 762241 x7462



Airspace Reservations:	
D201 B/C/H/J	01239 813219
Valley Aerial Tactics Area – Valley Ops 01407-762241 Ext 7404	

Departure/Destination Aerodrome(s)	ACN Issued by:
EGOV, EGNV	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 Aberporth Co-Mount Radar Annual Flight Check.

16. This ACN does not provide authority to cross the FIR boundary or infer any coordination with External regulatory bodies. It is the sponsors responsibility to ensure they have the correct permissions to undertake their activity.

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 and availability of an ATS.

18. **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.

19. **Flight profile.** Radial chosen will depend on wind direction and speed on the day.

a. Preferred radials: a single radial between 336° - 353° (however; to maintain the aircraft Radar Cross Section a radial outside of this segment may be requested on the day).

b. Maximum radial range is 85nm **(remaining within UK FIR at all times).**

c. Heights (converted to D Values on the day), ranges & number of runs (all ranges from Aberporth):

i. 5,000ft, 60-40nm x3.

ii. 10,000ft, 75-55nm x6.

iii. 20.000ft, 85-65nm x3.

iv. 20,000ft, 85nm-Radar Overhead & Radar overhead-85nm.

20. **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.

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

a. Aberporth Freq – on request

b. Swanwick Mil West Freq – 133.900 or 127.450

c. Valley Freq – 125.300

22. 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.

23. **Special Use Area (SUAs).** Access to any SUA is subject to range requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

24. **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.*

25. **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

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

Chart 1 – 336 + 353 degree radials to 85nm