

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:

Version:

Date:

Date of Original

2016-00-0468

1.3

16 August 2018

22 March 2017

Civil Aviation
Authority

CALIBRATION – DEADWATER FELL PRIMARY RADAR AND SECONDARY SURVEILLANCE RADAR

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

Times (ALL TIMES UTC)

21 October 2016 – UFN

0700-1900

Vertical Limits:

Allocated Mode 3A (SSR):

Upper 35000ft AMSL (Converted to FL on the day)
Lower 3400ft AMSL

0024

Aircraft Details:

NDS Approved:

Beech 200 King Air

Yes

Event Sponsor:

Aircraft Operator:

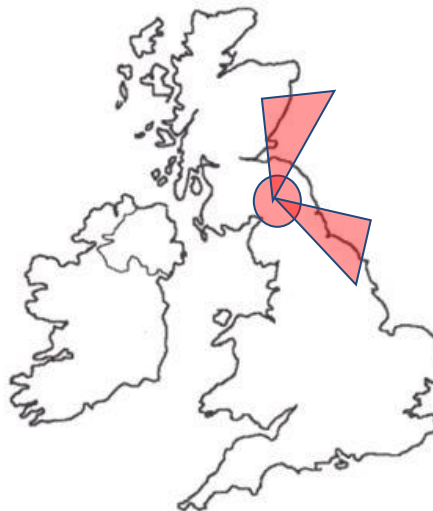
Operations Officer
Thales UK Ltd
Flight Inspection Service
Main Terminal Building
Durham Tees Valley Airport
Darlington
Durham
DL2 1LU

As left

ATS Units/
Controlling Agencies:

Geographical Limits:

Swanwick(Mil) North
Swanwick (Mil) East
RAF Spadeadam
Newcastle ATC (If required)



Airspace Reservations:

Whilst in Controlled Airspace this aircraft is to be afforded Non-Deviating Status (NDS).

Departure/Destination Aerodrome(s)

ACN Issued by:

As required on the day

AS3

Civil Aviation Authority, 45-59 Kingsway, London WC2B 6TE
Direct Dial: 0207 453 6599 Fax: 020 7453 6593
Email: AROps@caa.co.uk

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities at Section 2 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 SARG and may take place within the airspace encompassed by this survey. 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 Swanwick (Mil) 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.

PUBLICATIONS AND CHANGES

10. 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).
11. 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>
12. 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.
13. 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.

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

14. The Primary Radar and Secondary Surveillance Radar (SSR) at Deadwater Fell, Northumberland (Datum 551600N 0023500W) requires airborne calibration on an occasional basis.
15. This task will be conducted by Thales Flight Inspection Service in a Beech 200 King Air.

16. The day before the calibration is due to be flown and also on the day of the calibration, the sponsor is to call Swanwick (Mil) North (01489 612943) and ATC at RAF Spadeadam (01697 749480/749482) to apprise them of the calibration and to confirm requirements and tasking.
17. Depending on the selected radial, the sponsor/aircraft captain is to contact ATC Newcastle (0191 214 3244) and/ or Aberdeen/ Anglia Radar (01224 727160), giving details of the 5,000 ft and 10,000 ft runs.
18. Temporary Reserved Areas (TRA) - the 20,000 ft runs may penetrate TRA 005, 006 and 007. The aircraft captain/sponsor is responsible for complying with the access requirements specified in UK AIP ENR 1.1.5, paragraph 1.5.
19. The aircraft captain/sponsor to obtain clearance into/suppression of Danger/ Prohibited/ Restricted Areas affected by the activity.
20. The calibration runs may penetrate Air-to-Air Refuelling Areas AARA 5 and 6. The aircraft captain should consult NOTAMs for AARA status or alternatively contact MABCC (01489 612495/24).
21. Swanwick (Mil) North are requested to co-ordinate airways crossings with Prestwick Centre.
22. Calibration Profiles:

Datum is 1,928ft AMSL

Radial flying from 100nm inbound and to 100nm outbound in the band 33,000ft above datum to 1,500ft above datum in the following sectors:
 - a. 355⁰ to 040⁰T
 - b. 115⁰ to 150⁰T
Orbits at 4,000ft above datum at a radius of 25nm
23. During certain periods of the calibration flight the transponders in the aircraft need to be changed from one broadcasting Modes S, A & C to one broadcasting Modes 1,2,3A & C without mode S. The Captain is requested to inform the unit providing an Air Traffic Service when this is changeover is required and again once this changeover is complete.
24. This ACN was amended on 22 March 2017 to include new SSR procedures as detailed in para 23.
25. This ACN is valid until further notice and will not routinely be updated annually.