

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-07-0196	1.0	08/07/2021	23/06/2021

RADAR CALIBRATION CONINGSBY PSR

NDS

Subject to NOTAM: No																									
Date(s) of activity/Validity:	Times (ALL TIMES UTC)																								
23 rd July 2021 – 30 th August 2021	16:00 – 09:00																								
Vertical Limits:	Allocated Mode 3A (SSR):																								
1,500ft AGL – 30,000ft AMSL	Tactically Issued by ATC																								
Aircraft Details:	NDS Approved:																								
Type: B200 Callsign: CLBxxx	Yes – Subject to the conditions in Section 2																								
Event Sponsor(s):	Aircraft Operator(s):																								
Thales Flight Inspection Service Attn: The Operations Officer Durham Tees Valley Airport Darlington DL2 1NL 01325 335346	Thales Flight Inspection Service Attn: The Operations Officer Durham Tees Valley Airport Darlington DL2 1NL 01325 335346																								
ATS Units/ Controlling Agencies:	Geographical Limits:																								
<table border="0"> <tr><td>Coningsby</td><td>01526 347447</td></tr> <tr><td>Cranwell</td><td>01400 267377</td></tr> <tr><td>Marham</td><td>01760 334949</td></tr> <tr><td>Norwich</td><td>01603 420641</td></tr> <tr><td>Prestwick ACC</td><td>01294 655300</td></tr> <tr><td>Swanwick ACC – GS Lakes</td><td>01489 612414.</td></tr> <tr><td>Swanwick ACC – GS Mids</td><td>01489 612492</td></tr> <tr><td>Swanwick LTC – SWA</td><td>02380 401110</td></tr> <tr><td>Swanwick Mil (78 Sqn) – East</td><td>01489 612408</td></tr> <tr><td>Swanwick Mil (78 Sqn) – West</td><td>01489 612417</td></tr> <tr><td>Waddington</td><td>01522 727451</td></tr> <tr><td>Wittering</td><td>01780 417050</td></tr> </table>	Coningsby	01526 347447	Cranwell	01400 267377	Marham	01760 334949	Norwich	01603 420641	Prestwick ACC	01294 655300	Swanwick ACC – GS Lakes	01489 612414.	Swanwick ACC – GS Mids	01489 612492	Swanwick LTC – SWA	02380 401110	Swanwick Mil (78 Sqn) – East	01489 612408	Swanwick Mil (78 Sqn) – West	01489 612417	Waddington	01522 727451	Wittering	01780 417050	
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Airspace Reservations:																									
<table border="0"> <tr><td>EG D207</td><td>Holbeach</td><td>01406 550083</td></tr> <tr><td>EG R220</td><td>Anmer Hall</td><td>SI 1735/2015</td></tr> </table>	EG D207	Holbeach	01406 550083	EG R220	Anmer Hall	SI 1735/2015																			
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Departure/Destination Aerodrome(s)	ACN Issued by:																								
EGNV	AS3																								

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 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 Plymouth(Mil), Swanwick Mil (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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials and requirements to conduct flight trials and the subsequent initial calibration of the new Coningsby STAR NG Primary Radar. The radar is located within the aerodrome boundary of RAF Coningsby.

16. **Dates.** The anticipated commencement dates for each part of the check are as follows:

a. Engineering Flight Trial:

i. Monday 26th and Tuesday 27th July 2021.

b. Commissioning Calibration:

i. Monday 2nd – Friday 6th August 2021.

17. **Operating Hours.** Whilst the sponsor has indicated a wish to start the runs from 16:00, this will be subject to ATC requirements and the start time may need to be delayed reducing the overall impact. In addition, the primary radial runs (200°T) at/above 5,000ft AMSL has the potential to significantly impact the network and the sponsor should expect that these runs may need to be conducted after 22:00.

18. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours 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.

19. For operations between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

20. **Priority.** This flight has been granted Non-Deviating Status (NDS), (CAP 493 – Section 1, Ch4, Para 17 refers), subject to the following caveats:

a. NDS applies whilst the aircraft is established on a measured run and within Controlled Airspace (CAS).

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

21. **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. The sponsor is responsible for this conversion and confirm the exact requirement with the controlling agency prior to each run:

a. 30,000ft AMSL

b. 20,000ft AMSL

c. 10,000ft AMSL

d. 5,000ft AMSL

e. 3,000ft **AGL** Coningsby Elevation – 24ft

f. 1,500ft **AGL** Coningsby Elevation – 24ft

22. **RVSM Status.** **The calibrator is Negative RVSM (RVN)** for the entire duration of the flight.

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. Primary: 200°T
- b. Secondary: 119°T or 107°T

23. The number of runs will vary dependent on the success other profiles. As a guide, it is anticipated that between 2 and 6 runs will be required at each level. The maximum range from the radar overhead that a run will commence is 60nm, with runs terminating prior to, at or -2nm past the radar overhead.

24. **Orbits.** A minimum of one orbit will need to be flown at 5,000ft AMSL at a range of 15nm from the radar head. The orbit will be flown anti-clockwise and the start position is at the discretion of ATC.

25. **Air Traffic Service (ATS) Provision – Inside Controlled Airspace (CAS).** Access to controlled airspace is subject to the prevailing traffic situation and controller workload and may necessitate the sponsor delaying the start of the check. The pilot is responsible for obtaining a clearance to enter controlled airspace prior to penetration.

26. **ATS Provision – Outside CAS.** The survey area is within the coverage of the following units (below FL190):

- | | | | | |
|----|------------|-------------|------------------------|--------------------|
| a. | Coningsby | 119.200 MHz | Orbit | (SSR Only) |
| b. | Cranwell | 124.450 MHz | Orbit and 200°T Radial | |
| c. | Marham | 124.150MHz | 107°T and 119°T Radial | |
| d. | Norwich | 119.355 MHz | 107°T and 119°T Radial | (East of the Wash) |
| e. | Waddington | 119.500 MHz | Orbit | |
| f. | Wittering | 119.675 MHz | 200°T Radial | |

27. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). 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. **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 Unit 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)

29. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

30. **EG D207 (Holbeach).** Whilst the orbit is just outside of the Danger Area (DA), the sponsor is requested to coordinate their flight with the range in order to assist with the deconfliction of traffic entering/departing the DA. Should the 119°T radial be required, the sponsor is to engage with the range at the earliest opportunity in order to coordinate access.

31. **EG R220 (Anmer Hall).** Access to the airspace is restricted under Statutory Instrument 1735/2015: [The Air Navigation \(Restriction of Flying\) \(Anmer Hall\) \(Restricted Zone EG R220\) Regulations 2015](#). The sponsor is responsible for applying separately for any required permissions via AROps@caa.co.uk.

SECTION 3

Area of Operation

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

Chart 1 – Overview

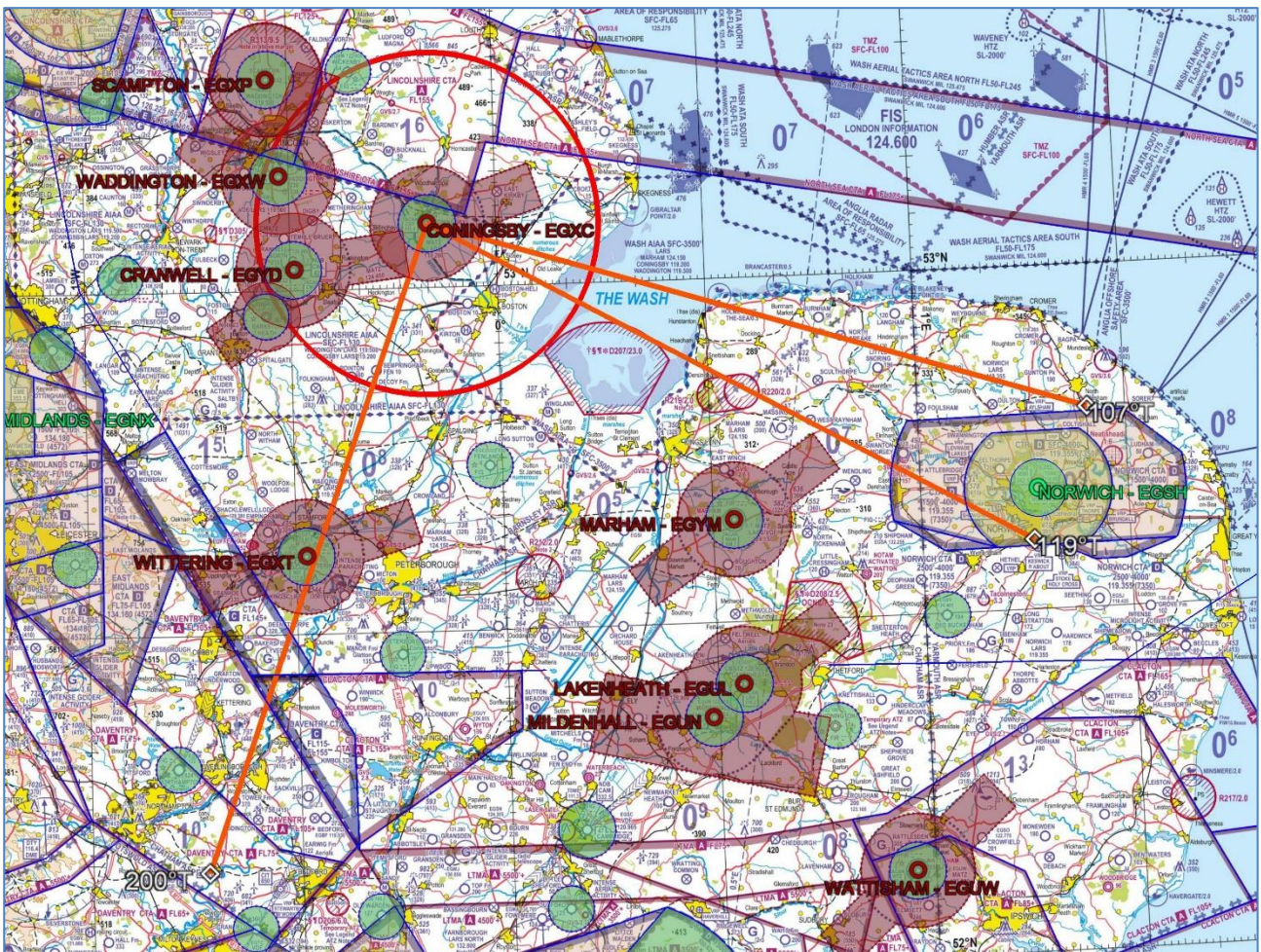


Chart 2 – Radials

