

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-10-0034	3.0	05/02/2022	06/09/2021

## RADAR CALIBRATION WITTERING WIDE AREA MULTILATERATION

**NDS**

**Subject to NOTAM: No**

**Date(s) of activity/Validity:** **Times (ALL TIMES UTC)**

04<sup>th</sup> October 2021 – 31<sup>st</sup> March 2022 22:00 – 04:00

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

SFC – 8,000ft AMSL 0024

**Aircraft Details:** **NDS Approved:**

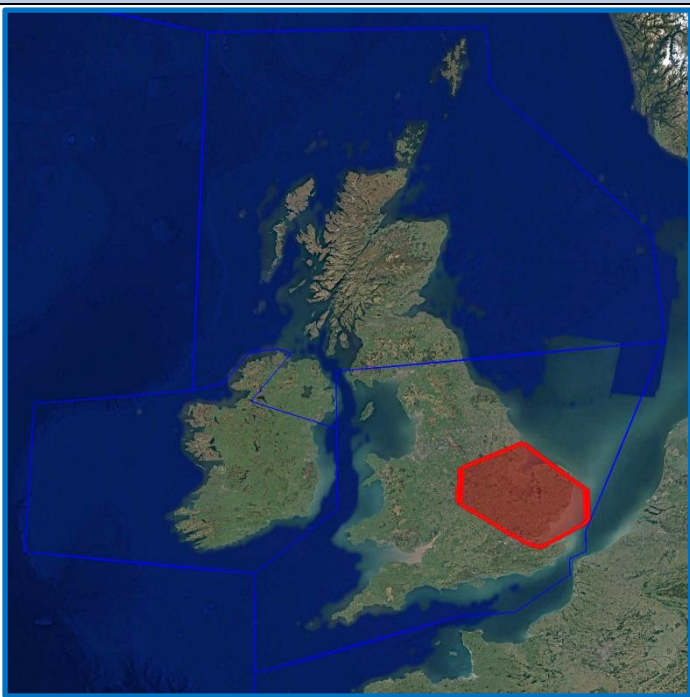
Type: B200  
Callsign: CLBxxx  
**Yes – Subject to the conditions in Section 2**

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

Thales Flight Inspection Service (Attn: Ops Officer) Teesside Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service (Attn: Ops Officer) Teesside Airport Darlington County Durham DL2 1LU 01325 335346
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**ATS Units/ Controlling Agencies:** **Geographical Limits:**

Birmingham	0121 767 1210
Cranwell	01234 750005
Doncaster	01302 625642
East Midlands	01332 852993
Lakenheath	01638 523760
Marham	01760 334949
Southend	01702 538420
Swanwick LTC – SWA	02380 401110
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417
Waddington	01522 727451
Wattisham	01449 728234
Wittering	01780 417050



**Airspace Reservations:**

EG D136	Shoeburyness	01702 383254
EG D138	Shoeburyness	01702 383254
EG D307	Donna Nook	01507 359126

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

EGNV, EGXT, EGYM 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 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) 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 complete a flight calibration of the Wide Area Multilateration (WAM) radar for RAF Wittering.

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.

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. 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.

18. **ATS Provision – Inside 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.

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

- |                  |             |  |
|------------------|-------------|--|
| a. Cranwell      | 124.450 MHz |  |
| b. Doncaster     | 126.225 MHz |  |
| c. East Midlands | 134.180 MHz |  |
| d. Lakenheath    | 136.500 MHz |  |
| e. Marham        | 124.150 MHz |  |
| f. Southend      | 130.780 MHz | (Radar not routinely available at night) |
| g. Waddington    | 119.500 MHz |  |
| h. Wattisham     | 125.800 MHz |  |
| i. Wittering     | 119.675 MHz |  |

20. 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.

21. **Danger Areas (DAs).** Access to any DA is subject to military 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.

## SECTION 3

### Area of Operation

22. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

**Chart 1 – Serial 1**  
**5,000ft AMSL**

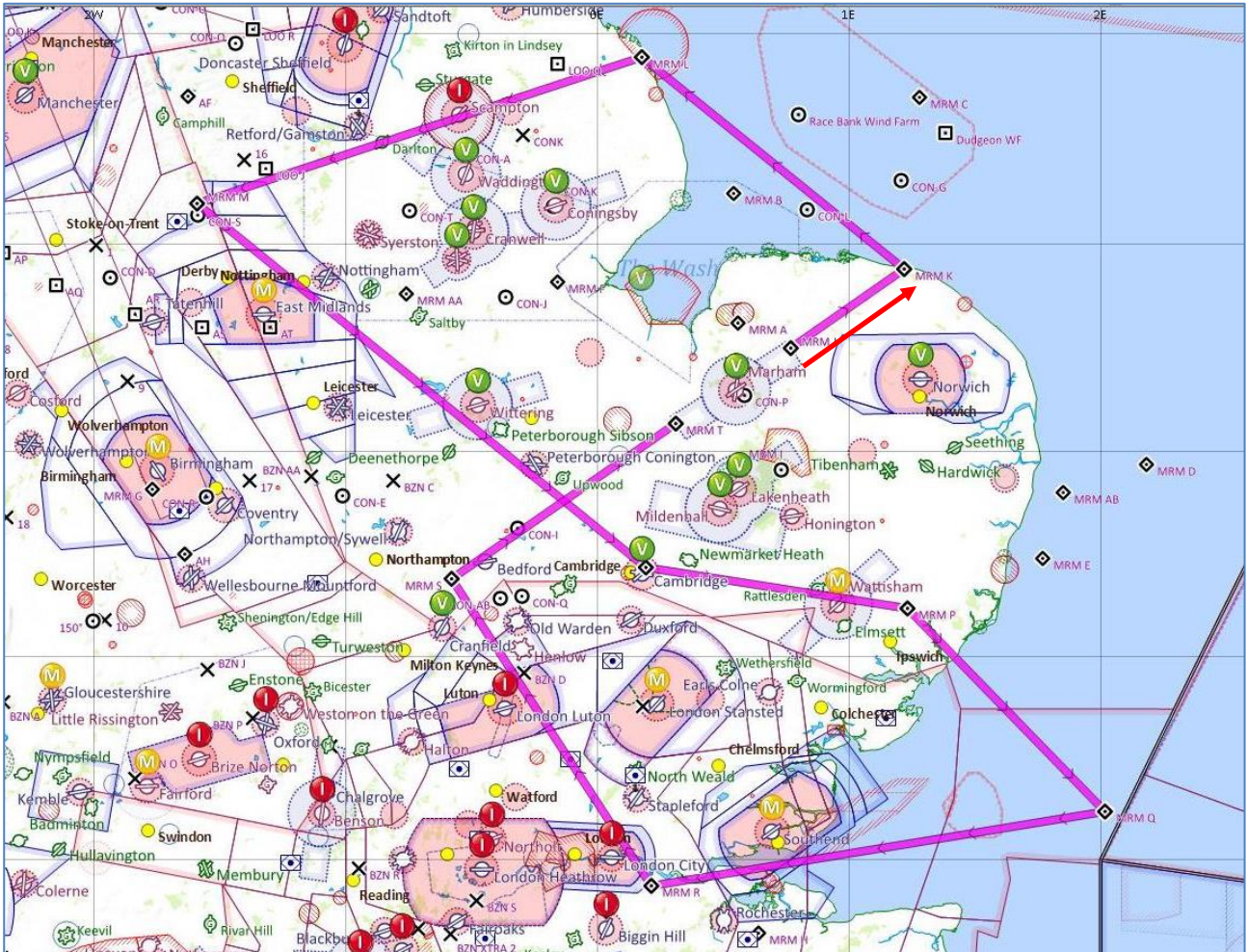
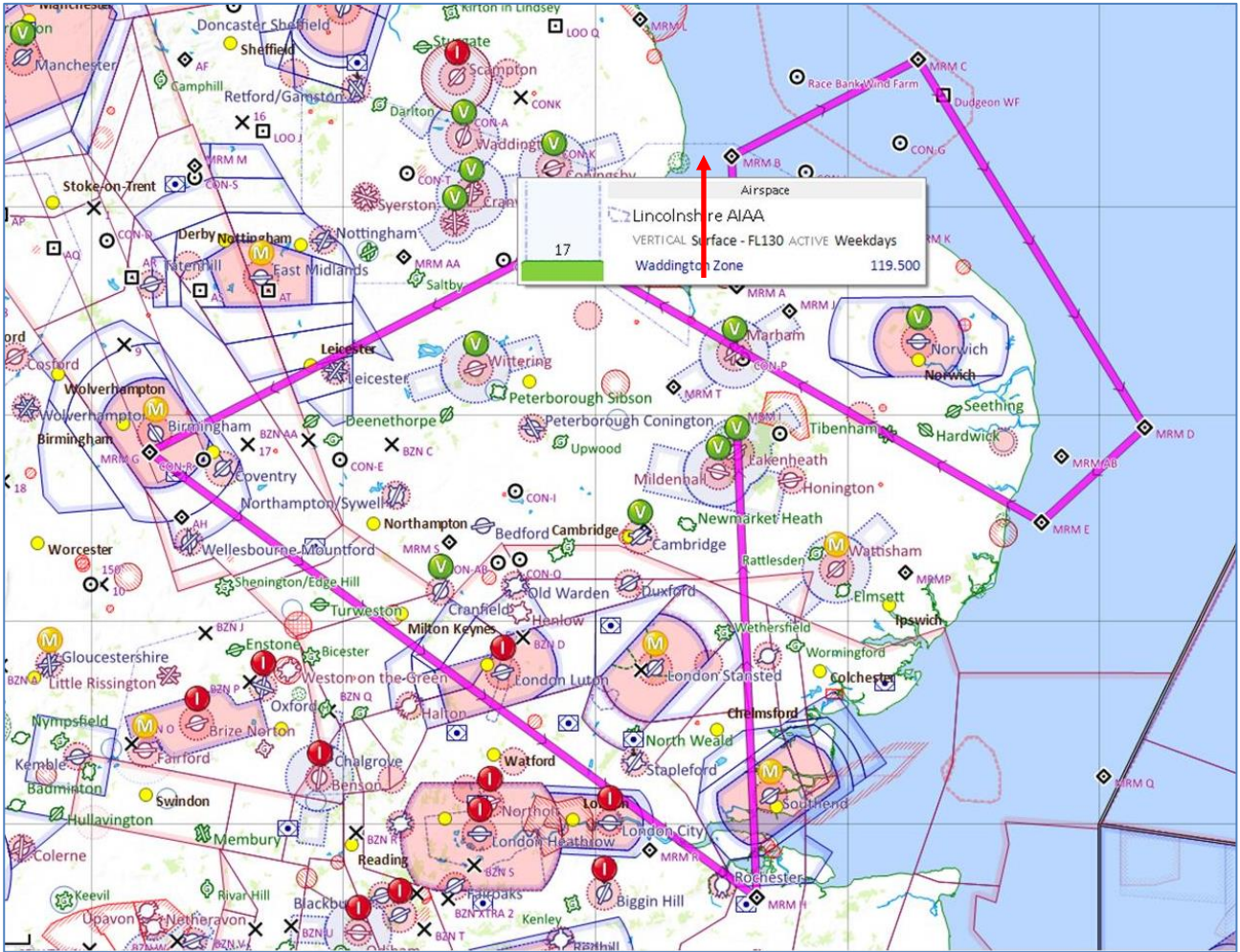


Chart 2 – Serial 2  
FL80



### Chart 3 – Serial 3

FL80

*The reciprocal may be flown if not enough data has been achieved. In these instances, the transponder will be set to STBY whilst the aircraft re-positions. The aircraft is not permitted to enter CAS without the transponder on and operated to the maximum extent as fitted.*

