

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-11-0015	1.0	21/10/2021	09/10/2021

## RADAR CALIBRATION LINCOLNSHIRE WIDE AREA MULTILATERATION (WAM)

### NDS

**Subject to NOTAM: No**

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

01<sup>st</sup> November 2021 – 31<sup>st</sup> December 2021 22:00 – 05:00

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

FL050 – FL080 0024

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

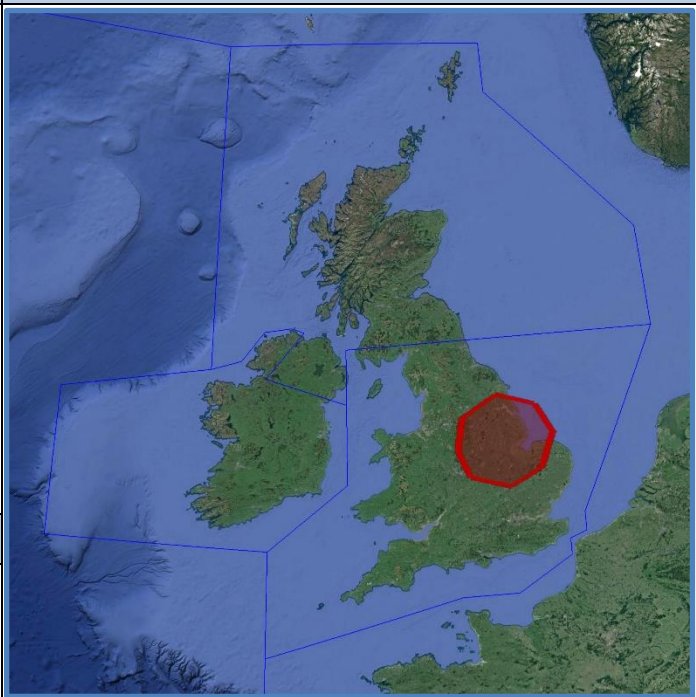
Type: B200 & DA42  
Callsign: CLBxxx **Yes – Subject to the conditions in Section 2**

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

Thales Flight Inspection Service <i>Attn: The Operations Officer</i> Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service <i>Attn: The Operations Officer</i> Teesside International Airport Darlington County Durham DL2 1LU 01325 335346
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**ATS Units/ Controlling Agencies:** **Geographical Limits:**

Birmingham	0121 767 1210
Coningsby	01526 347447
Cranwell	01400 267281
Doncaster	01302 625642
East Midlands	01332 852993
Humberside	01652 682022
Manchester	0161 209 2836
Marham	01760 334949
Norwich	01603 420641
Prestwick ACC	01294 655300
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



**Airspace Reservations:**

EG D307	Donna Nook	01507 359126
EG D323D	Southern MDA	01489 612495
EG D323E	Southern MDA	01489 612495

**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 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 serving RAF airfields in Lincolnshire.

16. The B200 aircraft will fly profiles/serials using Mode S only. The DA42 aircraft will fly profiles/serials using Mode 3/A and C only. These aircraft will fly independently and on separate sorties – not together or at the same time.

17. **Dates.** Whilst this ACN is valid until the 31<sup>st</sup> December 2021, the anticipated calibration dates are 01<sup>st</sup> November – 04<sup>th</sup> November 2021.

18. **Times.** This calibration may be conducted during the day or night. Flight within controlled airspace may only be conducted after 22:00 UTC.

19. **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.

20. **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.

21. **Level/Altitude.** Whilst the requirement for Serial 2 is for flight at FL50, due to the transition level, the aircraft may be required to operate at 5,000ft on the appropriate aerodrome QNH.

22. **Air Traffic Service (ATS) Provision – 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.

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

a. Birmingham	123.980 MHz	Serial 1 & 2
b. Coningsby	119.200 MHz	Serial 1, 2 & 3
c. Cranwell	124.450 MHz	Serial 1, 2 & 3
d. Doncaster	126.225 MHz	Serial 1, 2 & 3
e. East Midlands	134.180 MHz	Serial 1, 2 & 3
f. Humberside	119.130 MHz	Serial 1, 2 & 3
g. Manchester	118.580 MHz	Serial 1
h. Marham	124.150 MHz	Serial 1 & 2
i. Norwich	119.355 MHz	Serial 1
j. Waddington	119.500 MHz	Serial 1, 2 & 3
k. Wittering	119.675 MHz	Serial 1, 2 & 3

24. 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.

25. 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) require at least two weeks prior notice in order to obtain an ATS in support of this task.

26. **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.

27. **Serials.** The following serials will be flown:

<u>Serial</u>	<u>Route</u>	<u>Level</u>
1	CON A - CONJ	FL080
2	CON K – CON T	FL050
3	CON AA – CON AB	FL080

## SECTION 3

### Area of Operation

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

Chart 1 – Overview

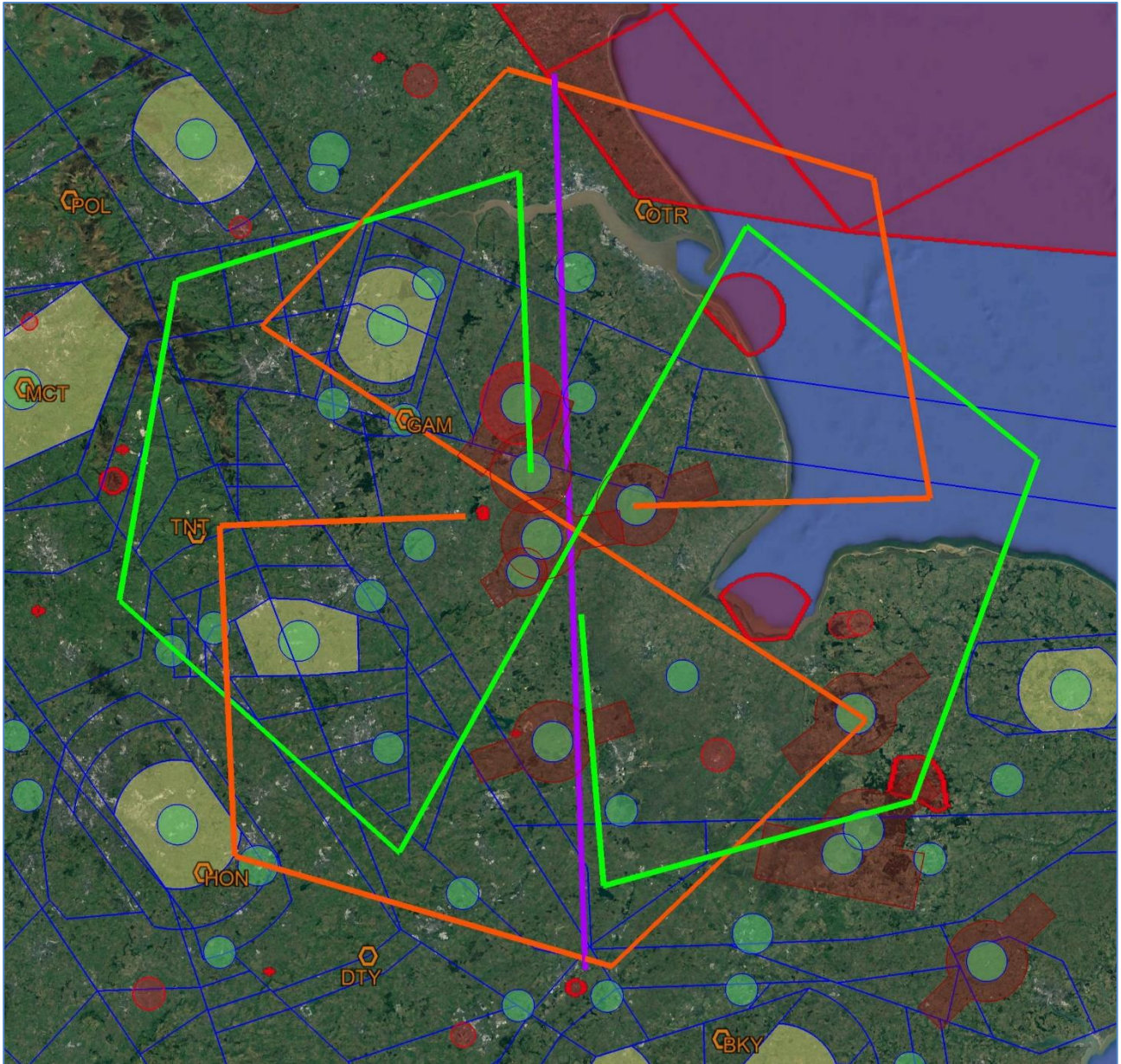






Chart 4 – Serial 3  
FL080

