

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-01-0237	1.0	19/01/2022	15/01/2022

## RADAR CALIBRATION HONINGTON PSR

**NDS**

**Subject to NOTAM: No**

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

20<sup>th</sup> January 2022 – 31<sup>st</sup> December 2022 Day or Night – *Subject to the conditions in section 2*

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

8,000ft – 22,000ft AMSL 0024

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

Type: B200 / DA42  
Callsign: CLBxxx *Yes – Subject to the conditions in section 2*

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

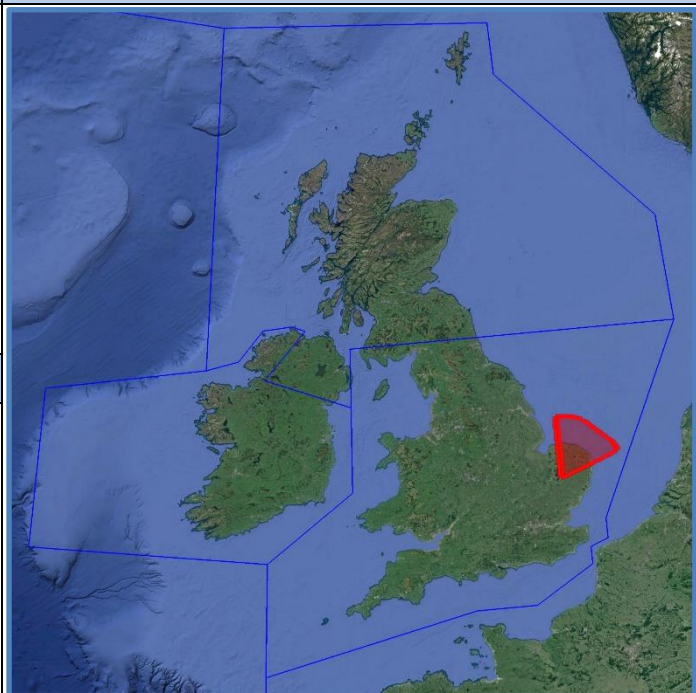
Thales Flight Inspection Service  
*Attn: The Operations Officer*  
Teesside International Airport  
Darlington  
County Durham  
DL2 1LU  
01325 335346

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**ATS Units/ Controlling Agencies:** **Geographical Limits:**

Lakenheath	01638 523760
Marham	01760 334949
Norwich	01603 420641
Prestwick ACC	01294 655300
Swanwick ACC – GS East	01489 612411
Swanwick LTC – SWA	02380 401110
Swanwick Mil (78 Sqn) – East	01489 612408

*Info: Anglia Radar, Wattisham*



**Airspace Reservations:**

AARA 08	The Wash	01489 612492
AARA 09	Great Yarmouth	01489 612492
ATA	Lakenheath ATA (N)	-
ATA	Wash ATA (N & S)	-
TRA 003	East Anglia	01489 612492
TRA 006	North Sea (S)	01489 612492

This airspace reservation assessment against primary and secondary declared radials only

**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 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) – 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 RAF Honington (EGXH) Primary Search Radar (PSR).

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 (including start time) and availability of an ATS.

17. In addition to the ATS providers, the sponsor is also to inform the following:

a. One week prior:

i. Wattisham ATC                      01449 728234

b. At least 4 hours prior:

i. Anglia Radar                      01224 727160                      *Radials between 340° & 060°*

ii. Wattisham ATC                      01449 728234

18. **Coordination.** The Swanwick Mil - East Supervisor is requested to coordinate with Amsterdam AC, Prestwick ACC and Swanwick ACC/LTC as appropriate.

19. **Times.** This calibration can be conducted by day or night. Should a radial between 070° and 300° be required, then the flight will be constrained to operate between 23:00 and 04:30 UTC, however the exact start time will be dependent on traffic in the London TMA, especially during the summer schedule period. The sponsor should discuss this with the appropriate ATC Supervisors during the initial notification.

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

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 confirming the exact requirement with the controlling agency prior to each run:

a. 22,000ft                      AMSL

b. 15,000ft                      AMSL

c. 8,000ft                      AMSL

22. **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:                      Any radial between 060°T and 070°T

b. Secondary:                      Any radial between 360°T and 025°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 majority of runs will be between 70nm and 30nm from the radar, with the final 22,000ft AMSL leg from 70nm through to -2nm past the radar.

24. **Orbits.** No orbits are required for this calibration.

25. **Controlling Agencies.** The controlling agencies will depend on the anticipated flight profiles. Based on the information above, the following controlling agencies may be involved:

- |                              |      |  |
|------------------------------|------|--|
| a. <u>Primary Radials.</u>   |      | Between 060°T and 070°T                |
| i. 22,000ft                  | AMSL | Swanwick Mil – East (Mil (E))          |
| ii. 15,000ft                 | AMSL | (Mil (E)), Lakenheath, Norwich         |
| iii. 8,000ft                 | AMSL | (Mil (E)), Lakenheath, Norwich         |
| b. <u>Secondary Radials.</u> |      | Between 360°T and 025°T                |
| i. 22,000ft                  | AMSL | Swanwick Mil – East (Mil (E))          |
| ii. 15,000ft                 | AMSL | (Mil (E)), Lakenheath, Marham, Norwich |
| iii. 8,000ft                 | AMSL | (Mil (E)), Lakenheath, Norwich         |

26. Terminal units are only able to operate to between 30nm and 40nm.

27. **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.

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

- |               |             |
|---------------|-------------|
| a. Lakenheath | 136.500 MHz |
| b. Marham     | 124.150 MHz |
| c. Norwich    | 119.355 MHz |

29. 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.

30. **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 Units 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)

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

32. 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.

33. **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.

34. **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).
35. **Lakenheath & Wash Aerial Tactics Areas (ATA).** The ATA's are used by both UK and USAF fast jet aircraft and whilst access is not prohibited, pilots are strongly suggested to avoid these areas. As some of the radials penetrate the area, the pilot is to ascertain the status of the area prior to entering the area.

### SECTION 3

#### Area of Operation

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

**Chart 1 – Overview**

