

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-04-0153	1.0	01/04/2022	15/03/2022

RADAR CALIBRATION LAKENHEATH DASR

NDS

Subject to NOTAM: No

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

11th April 2022 – 15th April 2022 08:00 – 17:00

Vertical Limits: Allocated Mode 3A (SSR):

FL195 – FL250 0024

Aircraft Details: NDS Approved:

Type: CL600
Callsign: FLCxx "FlightCheck" Yes

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

RAPCON
48th Operations Support Squadron
RAF Lakenheath
United Kingdom
01638 523760

Federal Aviation Administration
6500 S. MacArthur Blvd
Oklahoma City
Oklahoma 73169
+1 (405) 954-9780

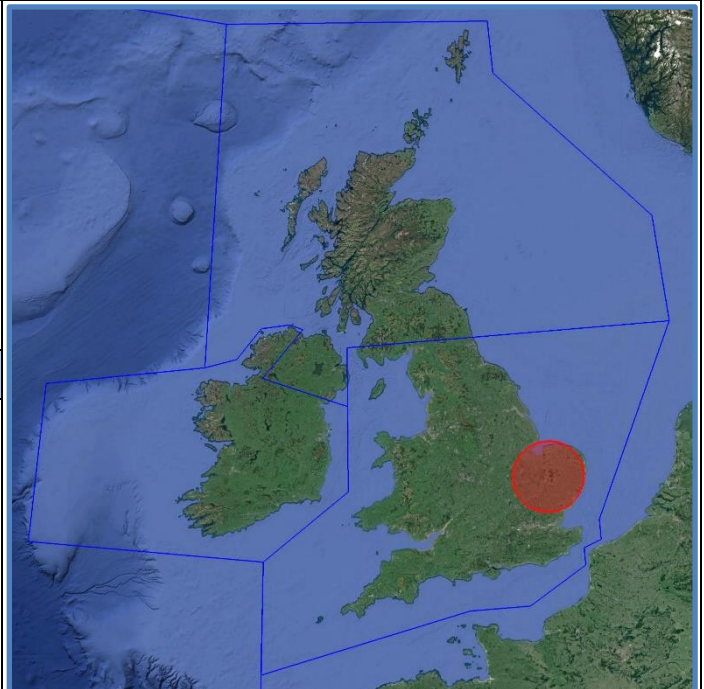
ATS Units/
Controlling Agencies: Geographical Limits:

Lakenheath 01638 523760
Swanwick Mil – East (78 Sqn) 01489 612408

Info: EG D307, CRC Boulmer, Marham, Norwich, Prestwick ACC,
Swanwick ACC - GS East, Swanwick LTC – GS Midlands.

Airspace Reservations:

ATA	The Wash (S)	-
EG D207	Holbeach	01406 550083
MTA	East Anglia (Low)	01489 612495
TRA 003	East Anglia	01489 612495



Departure/Destination Aerodrome(s) ACN Issued by:

EGUL 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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles to conduct a partial calibration of the Lakenheath Digital Airport Surveillance Radar (DASR), a co-located PSR/SSR, to validate the coverage between FL195 and FL250 within 60nm of the facility. This work is part of safety case for supporting the application for Autonomous Radar Status, to provide Air Traffic Services (ATS) within TRAs 003 & 006 and to facilitate transits between Lakenheath and the EG D323 Complex.

16. **Dates.** The notified date for this check is Monday 11th April 2022 however, to allow for delays, the ACN is valid for the whole week.

17. **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 2 hours prior to departure to confirm final details and availability of an ATS.

18. **Priority.** This flight has been afforded Non-Deviating Status (NDS) within Controlled Airspace (CAS), (*UK AIP ENR 1.1 (4.2) & CAP 493 – Section 1, Ch4, Para 17 refers*). The pilot is responsible for informing ATC of the calibration requirements noting that heading and level changes are not to be made without prior approval from ATC. In addition the pilot should ensure that any required changes are notified to ATC in good time to coordinate and approve in good time, this is especially important when operating in the airspace south of Lakenheath.

19. **Serials.** The aircraft is required to conduct a number of activities within the level band FL195 and FL250 between 5nm and 60nm from the radar head. **The primary radial that will be flown to 60nm is the 010°** (from Lakenheath). As well as operating within TRA 003, the aircraft may require to operate within a portion of the Southern CTA, as far south as the northern lateral extent of the London TMA (abeam Cambridge Airport). In all cases, the aircraft will remain outside of the Midlands CTA. Charts 2 & 3 show the extent of the operating area.

20. **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.

21. Swanwick Mil have agreed in principle¹ to provide an ATS to this flight on a discrete frequency. The aircraft will also remain in communications with Lakenheath on Box 2.

22. **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.

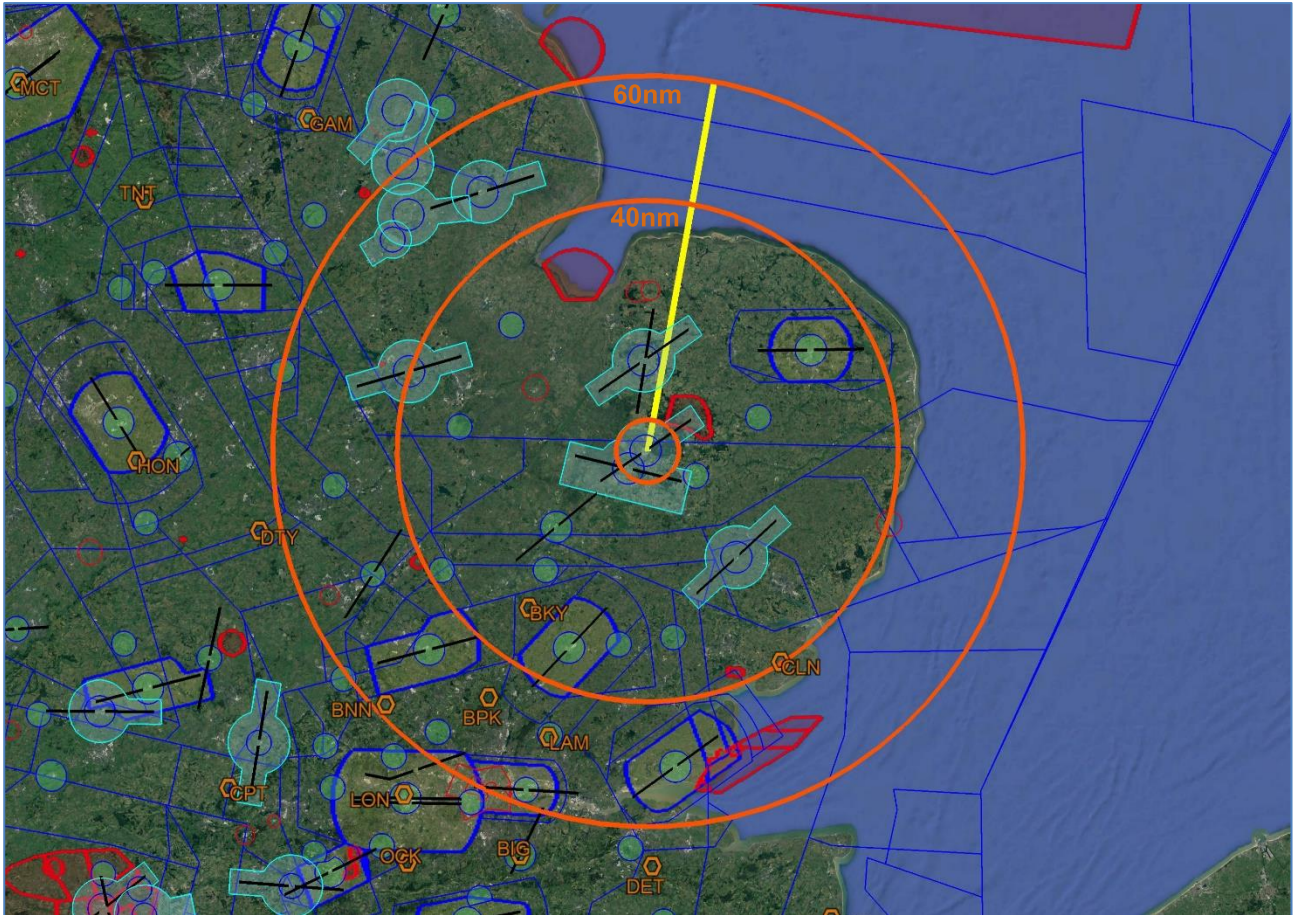
¹ Subject to higher priority requirements.

SECTION 3

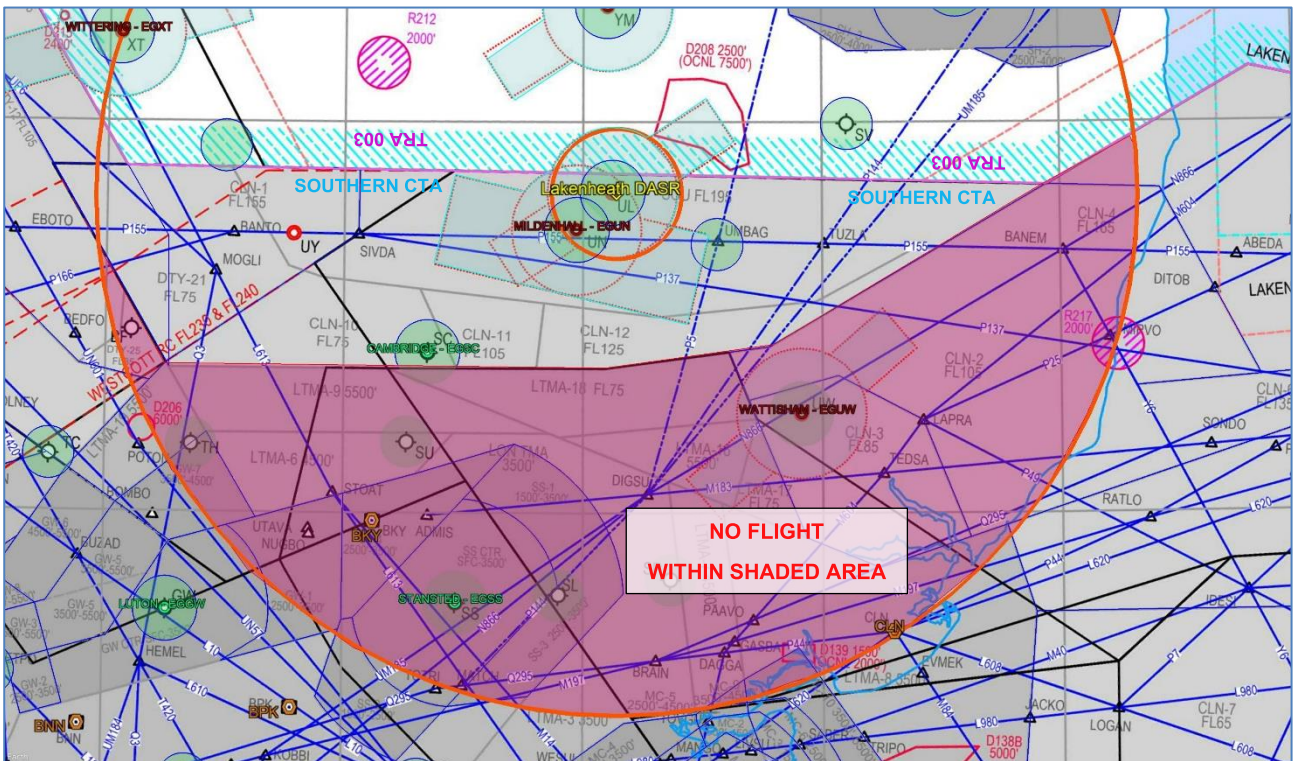
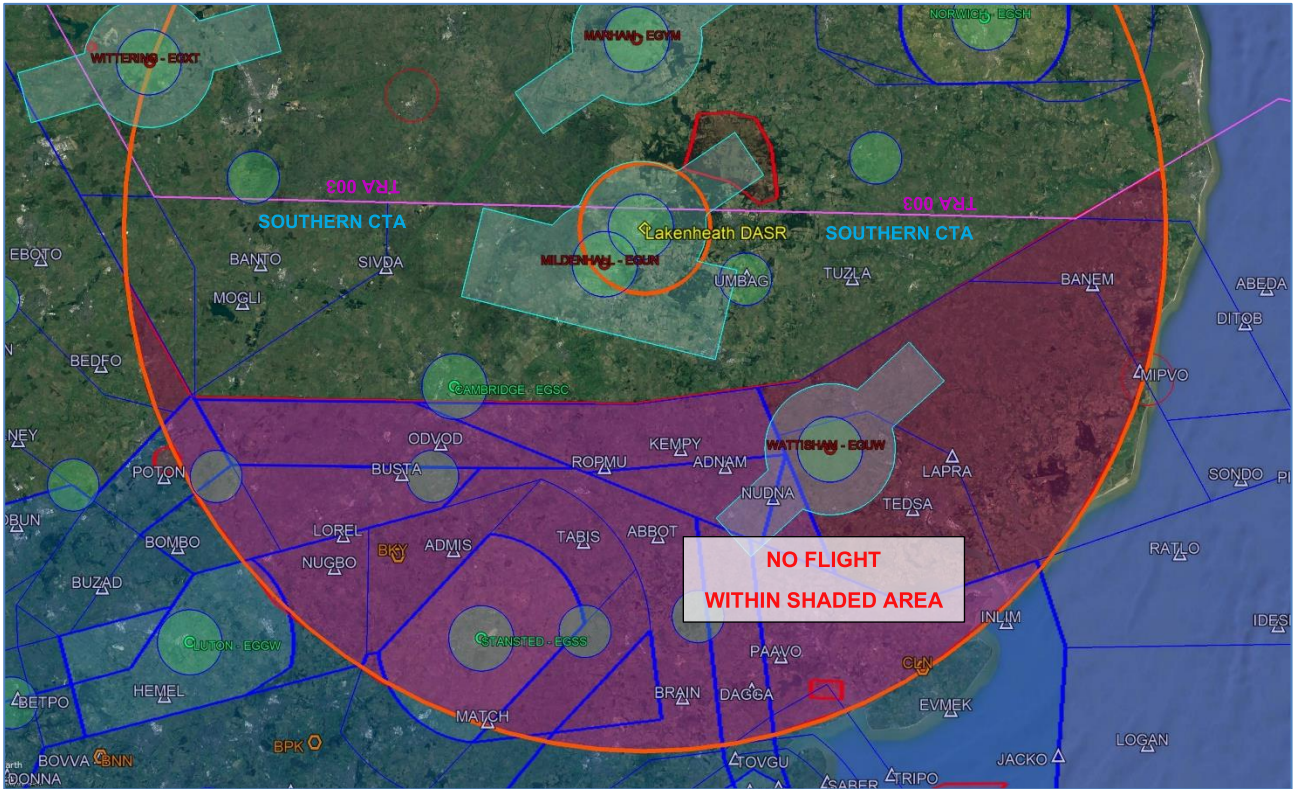
Area of Operation

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

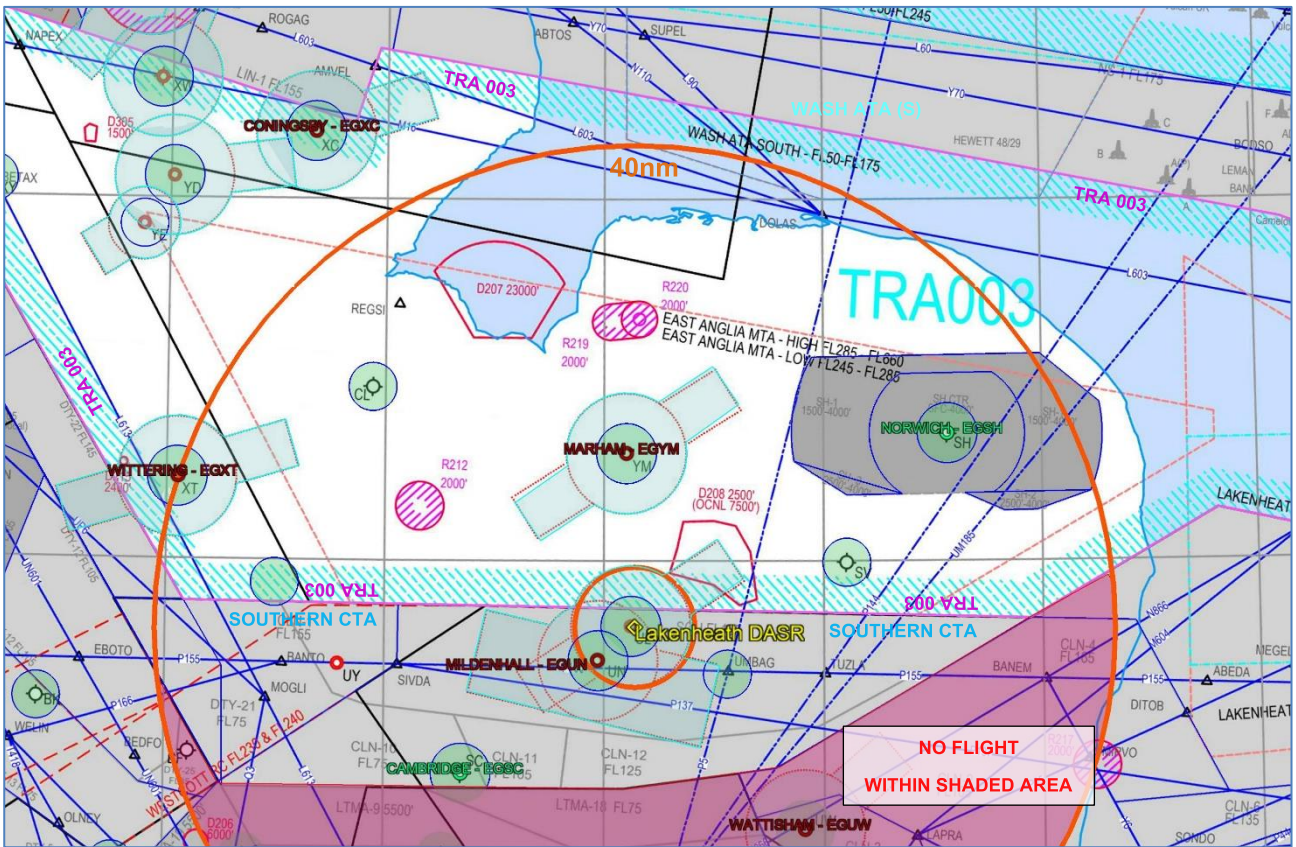
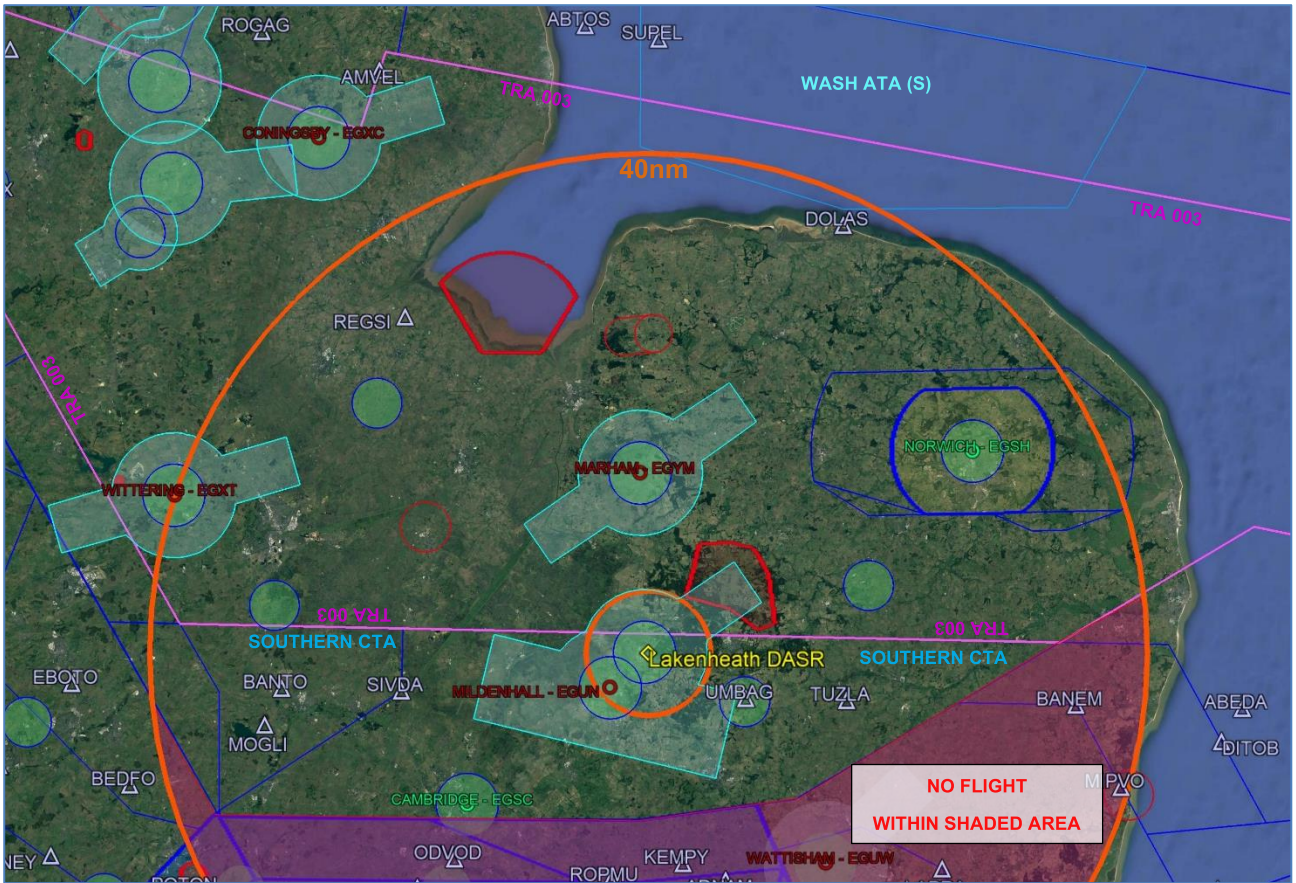
Chart 1 – Overview



Charts 2 & 3 – Operating Area (Southern Extract)
Shaded area to the south will not be used



Charts 4 & 5 – Operating Area (Northern Extract)



Charts 6 & 7 – 60nm AoR with Primary Radial Shown

