

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-02-0100	1.0	16/02/2023	08/02/2023

RADAR CALIBRATION CAMBRIDGE PSR/SSR

NDS

Subject to NOTAM: No

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

17th February 2023 – 30th September 2024 *See Section 2*

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

SFC – 30,000ft AMSL / FL300 **RVN** 0024

Aircraft Details: **NDS Approved:**

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

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

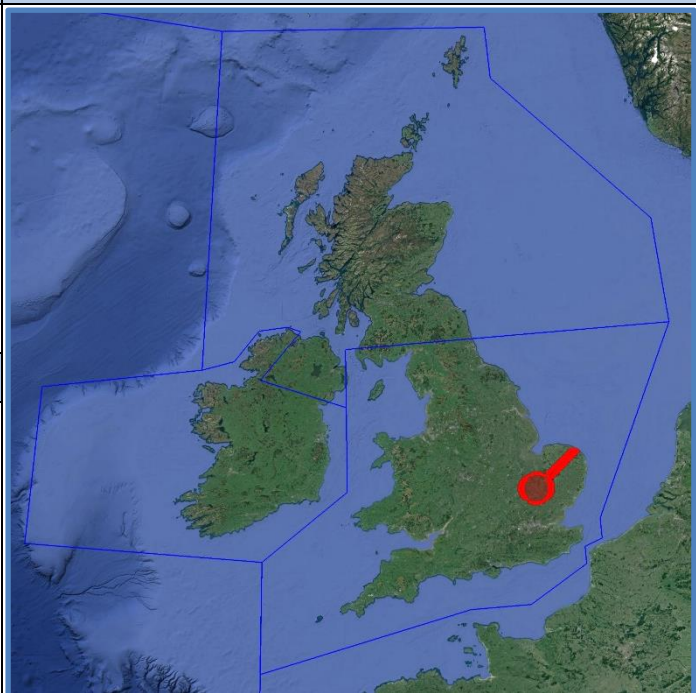
Thales Flight Inspection Service
Teesside Airport
Darlington
DL2 1LU
01325 335346

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

Cambridge	01223 373213
Lakenheath	01638 523760
Marham	01760 334949
Norwich	01603 420641
Swanwick LTC – SWA ¹	02380 401110
Swanwick ACC – WAS ²	01489 612420
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417

Info: Stansted Tower



Airspace Reservations:

EAMTA (Low/High)	01489 612495
EG D208	01842 855167
TRA 003	<i>See Para 29</i>

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

EGNV, EGSC AS3

¹ Via the London Terminal Control (LTC) Senior Watch Assistant (SWA).

² Via the London Area Control (LAC) Watch Assistant Supervisor (WAS).

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 for a radar calibration of the co-located PSR/SSR at Cambridge to be flown between 120kts and 160kts. The radar is located at 521212N 0001000E.

16. **This ACN replaces ACN 2020-12-0053.**

17. **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.

18. **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.

19. **Timings.** This flight may take place at any time. Due consideration should be given to conducting this calibration at night in order to limit the impact to other airspace users, especially with regards to the orbits, however it is noted that some activity may need to take place during the day³.

20. **Coordination with other Aerodromes.** Due to the profile, this flight has the potential to significantly impact Lakenheath, Mildenhall and Norwich. **The sponsor shall engage with these airfields at least 24 hours prior to any planned flight in order to deconflict their activity against known peak periods of traffic;** e.g. Norwich scheduled commercial flights, or massed departure/arrival waves at Lakenheath/Mildenhall.

21. **Access to the London TMA.** Whilst the flight is NDS on a measured run, access to the London TMA is not guaranteed and is subject to traffic and civilian controller workload. This will be taken into account by the Swanwick Mil Supervisor, who is to engage with the appropriate civil sector GS before approving the flight. The sponsor is strongly encouraged to plan to conduct the commissioning calibration at night.

22. **Air Traffic Service (ATS) Provision – Controlled Airspace (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. Lakenheath	136.500 MHz
b. Marham	124.150 MHz
c. Norwich	119.355 MHz
d. Swanwick Mil – East	133.325 MHz
e. Swanwick Mil – West	<i>On request</i>

24. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. 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. **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

³ Specifically, the orbit at 1,000ft.

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)

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

27. 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.

28. **Danger Areas (DAs).** Access to any DA is subject to range 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.

29. **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).

30. **Serials.** The following serials are required:

- a. Inbound and Outbound along the RWY05/RWY23 extended centreline. The ranges will start or end at -10nm (Southwest of the aerodrome), with the furthest extent to the Northeast at 60nm from the aerodrome, or whatever range that detection is lost (whichever is closest):

- i. 1,000ft/MSA -10nm to 60nm
- ii. 2,000ft -10nm to 60nm
- iii. 4,000ft -10nm to 60nm
- iv. 6,000ft -10nm to 60nm
- v. 10,000ft -10nm to 60nm
- vi. 20,000ft -10nm to 60nm
- vii. 30,000ft -10nm to 60nm

- b. Continuous climb / descent inbound and outbound along the RWY05 extended centreline:

- i. From 1,000ft/MSA to 30,000ft.
- ii. From 30,000ft to 1,000ft/MSA.

- c. Orbits of the radar head at 17nm range. The direction and start point are flexible to best suit ATC requirements⁴.

- i. 1,000ft AMSL / MSA
- ii. 15,000ft / FL150
- iii. 30,000ft / FL300 **RVN**

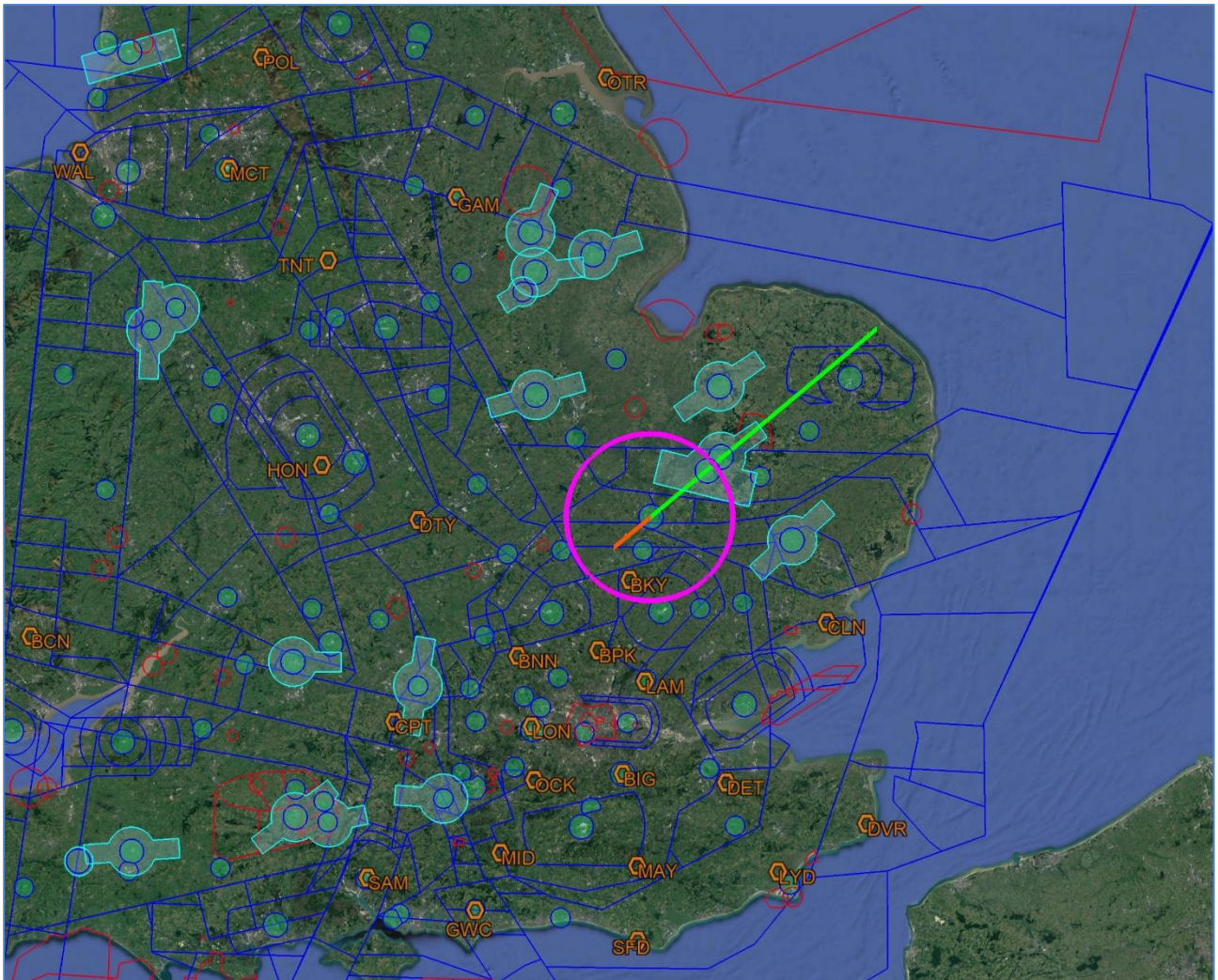
⁴ In order to reduce the impact to Stansted, the flight may need to hold for an extended period (ivo BKY or Ridgewell Glider Site) prior to starting the calibration, in order to best fit the traffic situation.

SECTION 3

Area of Operation

31. 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 – Extended Centreline Runs

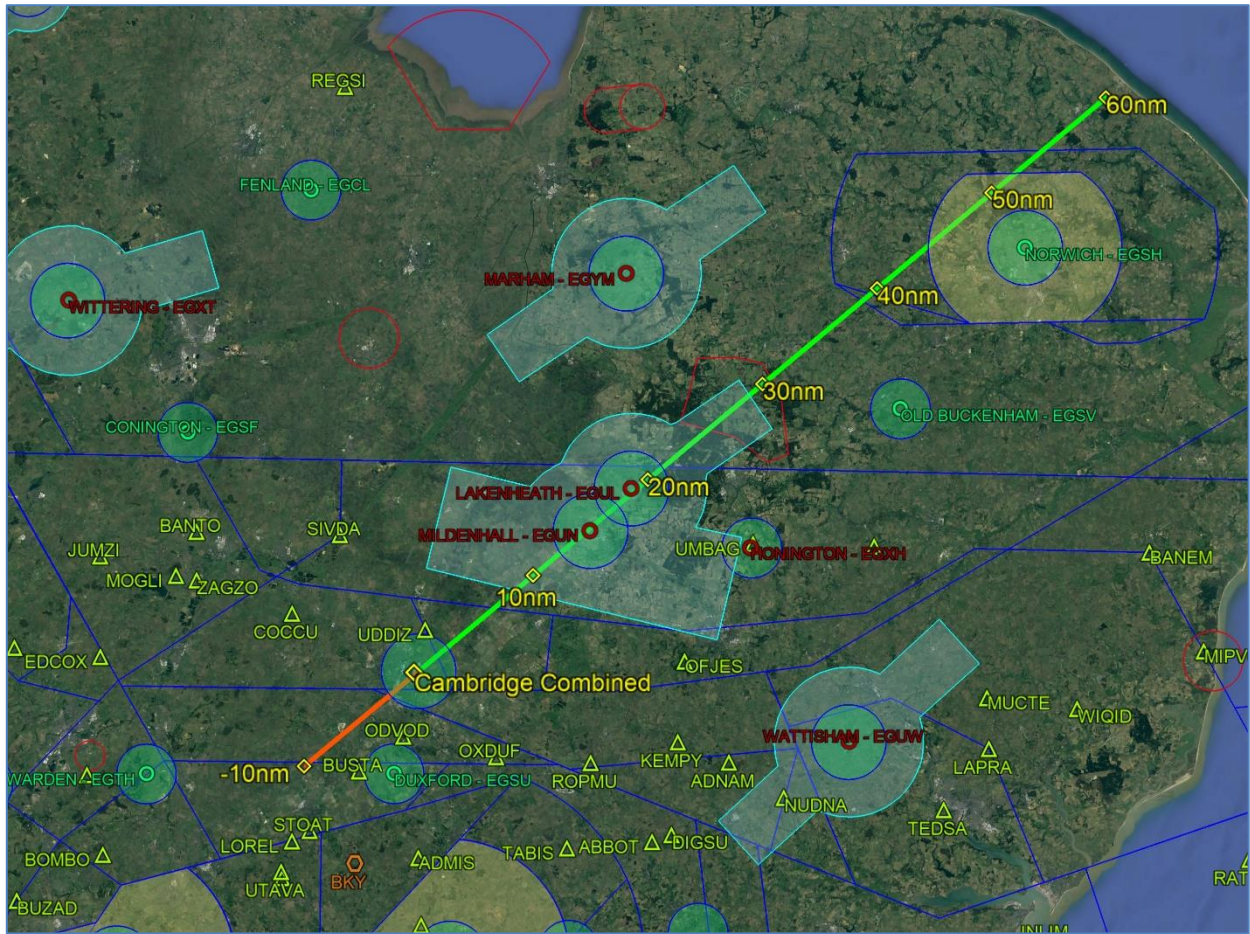
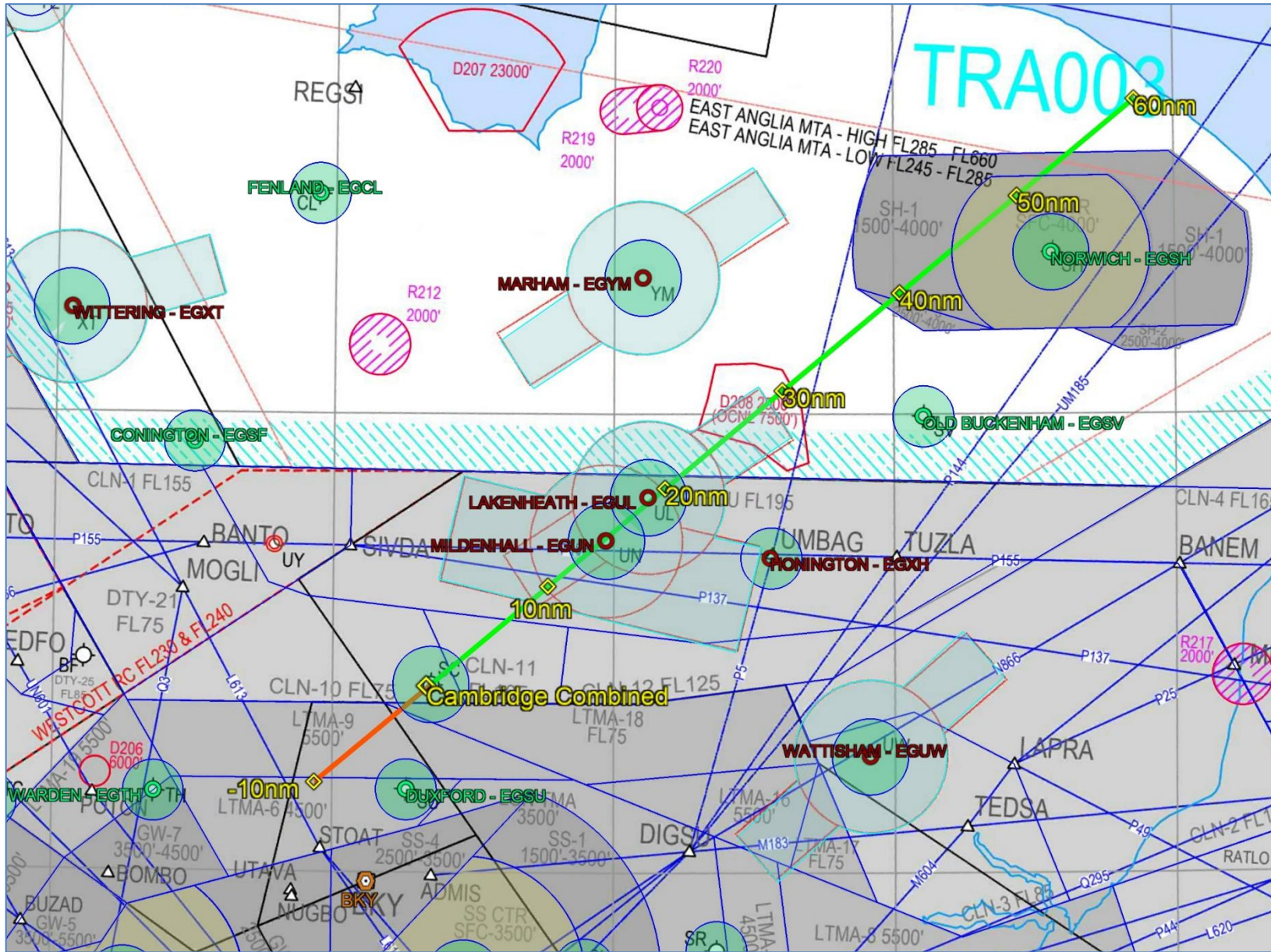


Chart 4 – Extended Centreline Runs



Charts 5 & 6 – 17nm Orbit

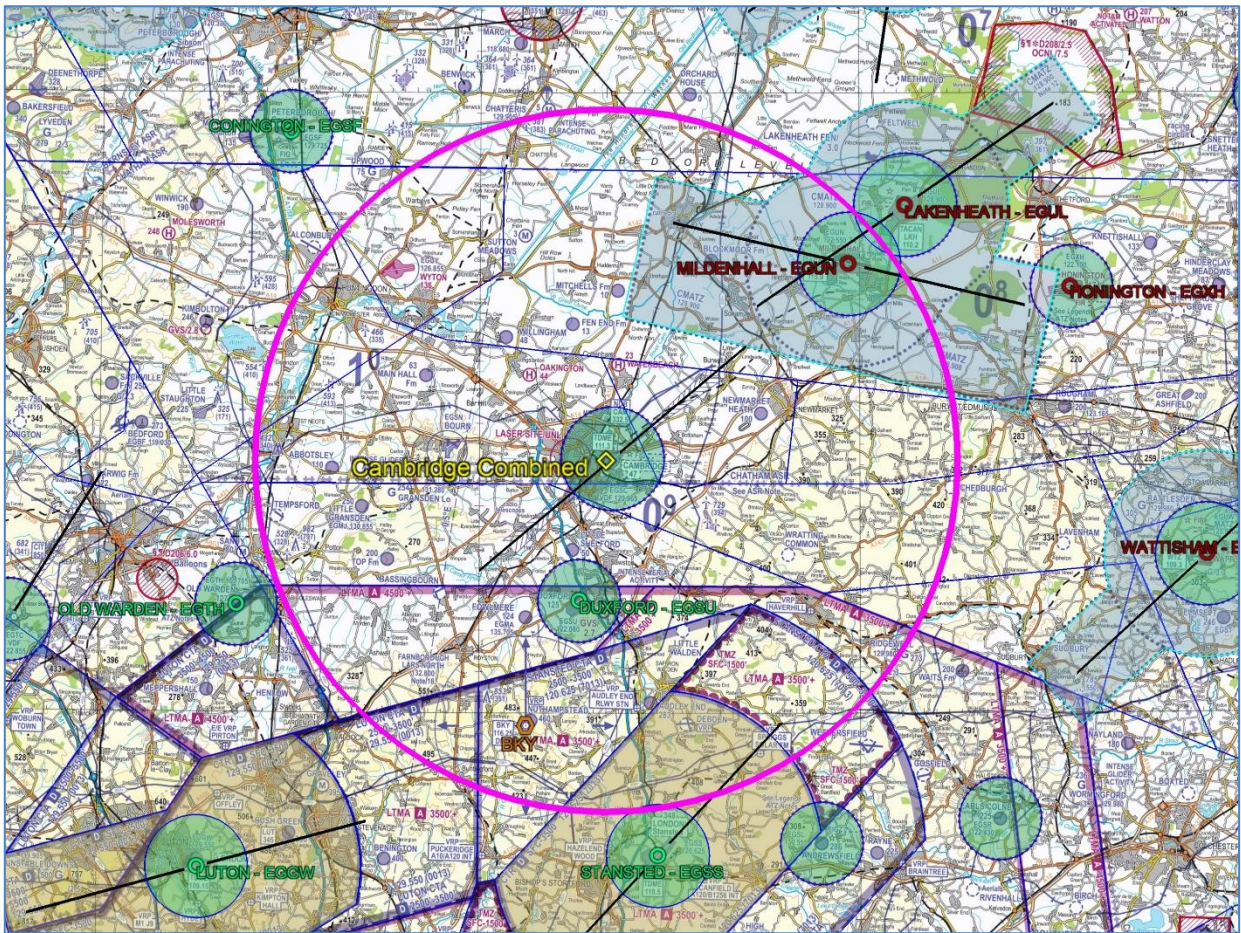
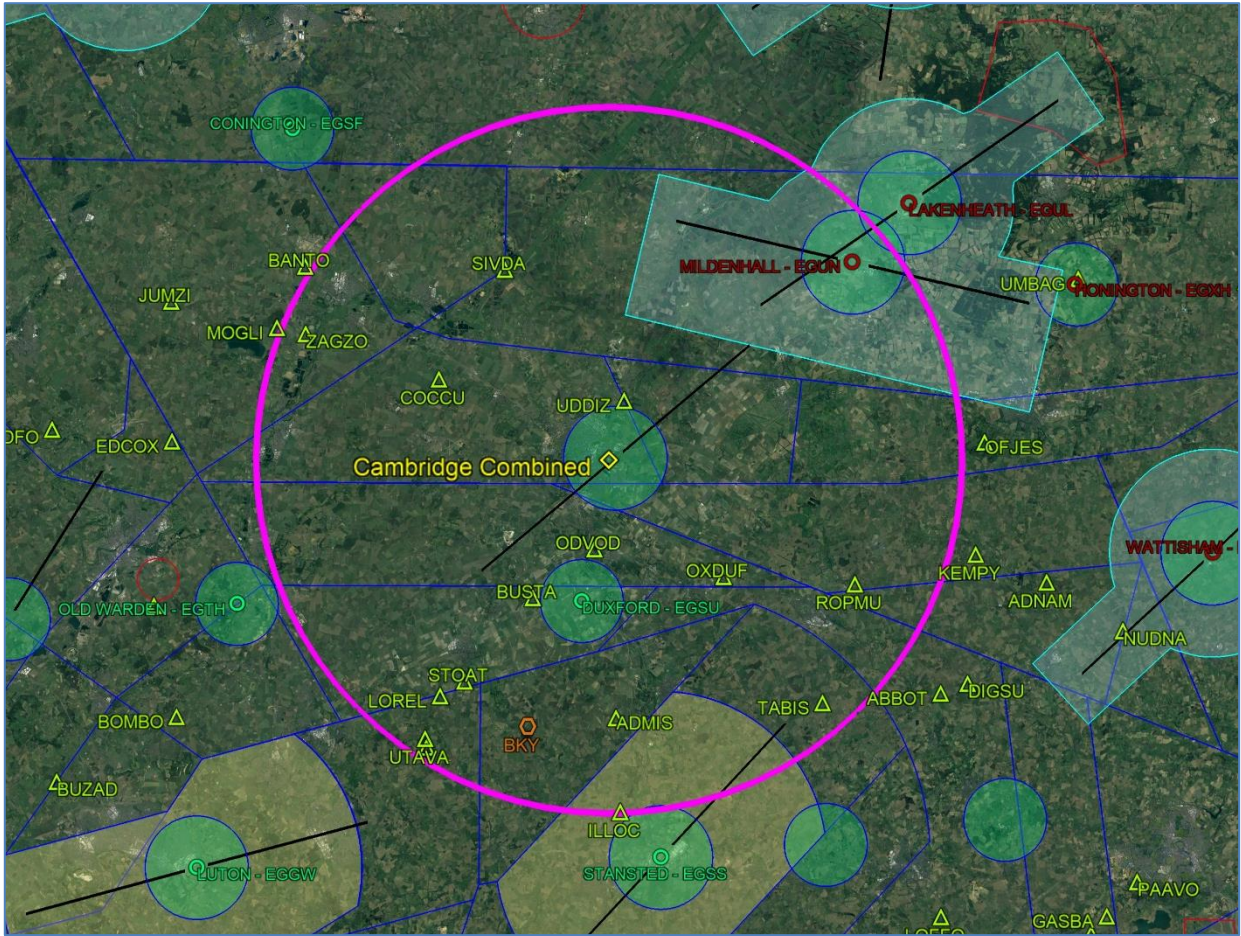


Chart 7 – 17nm Orbit

