

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2017-00-0062	2.0	28 July 2023	01 December 2016

RAF WADDINGTON TACAN CALIBRATION

NDS

Subject to NOTAM: No	
Date(s) of activity/Validity:	Times:
As required	As required
Vertical Limits:	Allocated Mode 3A (SSR):
Surface – 2,700ft AMSL	0024
Aircraft Details:	NDS Approved:
Notified by Event Sponsor on the day	Yes
Event Sponsor:	Aircraft Operator:
The Operations Officer Thales UK Ltd Flight Inspection Service Main Terminal Building Durham Tees Valley Airport Darlington DL2 1LU 01325 335346	The Operations Officer Thales UK Ltd Flight Inspection Service Main Terminal Building Durham Tees Valley Airport Darlington DL2 1LU 01325 335346
ATS Units/ Controlling Agencies:	Geographical Limits: See Section 3 for detailed chart
RAF Waddington ATC: 01522 727451/2	
Airspace Reservations:	
Non-Deviating Status whilst in controlled airspace	
Departure/Destination Aerodrome(s)	ACN Issued by:
Durham Tees Valley/As required	AS3

Civil Aviation Authority, Aviation House, Gatwick
Direct Dial: 01293 768202
Email: AROps@caa.co.uk

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities at Section 2 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 SARG and may take place within the airspace encompassed by this survey. 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 Swanwick (Mil) 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.

PUBLICATIONS AND CHANGES

10. 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).
11. 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>
12. 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.
13. 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.

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

14. The Tactical Air Navigation System (TACAN) situated at Royal Air Force Waddington, Lincolnshire requires regular airborne calibration. This task is conducted by the Event Sponsor.

At least five working days prior to the calibration the Event Sponsor is to contact RAF Waddington ATC to discuss calibration/engineering arrangements.

15. **Calibration Profile:**
 - a. The RAF Waddington TACAN is situated on the airfield at 530955N 0003136W.

b. The calibrator will carry out up to two 20nm radius orbits (either clockwise or anticlockwise) of the RAF Waddington TACAN at 2,700ft QNH.

c. Radials from 30nm to 10nm may be required to be flown in any sector which fails to meet range or bearing specifications.

16. It is the responsibility of the aircraft captain/sponsor to obtain clearance into/suppression of Danger/ Prohibited/ Restricted Areas affected by the activity.

17. The Event Sponsor/aircraft captain is responsible for obtaining clearance into the Nottingham East Midlands CTR/ CTA and Doncaster Sheffield CTR/ CTA if required.

18. RAF Waddington ATC are to co-ordinate this flight with RAF Coningsby, RAF Cranwell and RAF Scampton to allow access into their MATZs.

19. The activity is mostly contained within the Lincolnshire AIAA. Lower Airspace Radar Service (LARS) should be available from RAF Waddington.

20. It is the responsibility of the aircraft captain/sponsor to obtain clearance into/suppression of Danger/ Prohibited/ Restricted Areas affected by the activity.

21. Non-Deviating Status is approved for those parts of the calibration within controlled airspace.

22. This ACN is PERMANENT and will not be routinely amended.

SECTION 3: CHART EXTRACT – NOT FOR NAVIGATION OR PLANNING

