

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-10-0038	2.0	03/01/2024	13/09/2023

Civil Aviation Authority

RADAR CALIBRATION LOSSIEMOUTH WIDE AREA MULTILATERATION (WAM)

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**

1 Oct 23 – 31 Jul 25

Times - ALL TIMES UTC¹

22:00 – 05:00 (21:00 – 04:00)

Vertical Limits:

5,000ft – 8,000ft AMSL

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: B200, DA42

Callsign: CLBxxx

NDS Approved:*Yes – Subject to the conditions in Section 2***Event Sponsor(s):**

Thales Flight Inspection Service

Teesside International Airport

Darlington

County Durham

DL2 1LU

01325 335346

Aircraft Operator(s):

Thales Flight Inspection Service

Teesside International Airport

Darlington

County Durham

DL2 1LU

01325 335346

ATS Units/**Controlling Agencies:**

Aberdeen

01224 727160

Lossiemouth

01343 816075

Inverness

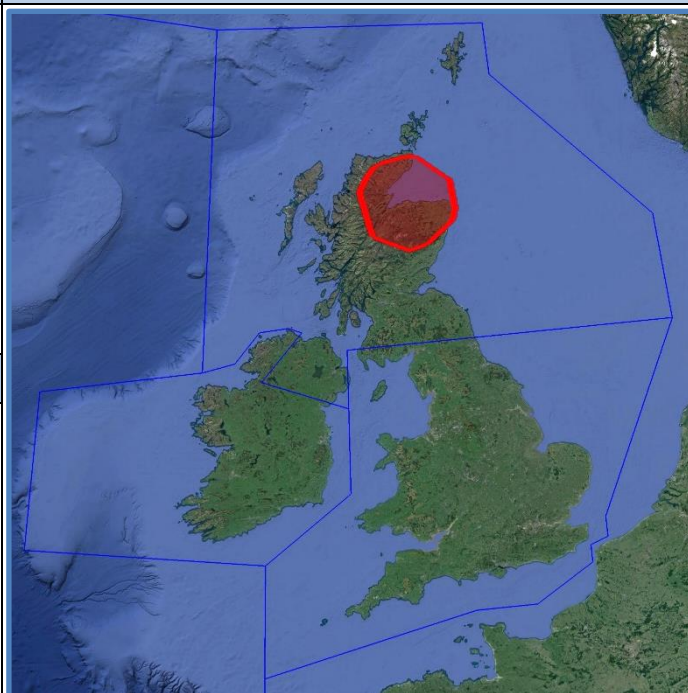
01667 464293

Swanwick Mil North

01489 612943

Prestwick ACC

01294 655300

Geographical Limits:**Airspace Reservations:**

EG D703

Tain

01862 892185 x4945

EG D809S

Moray Firth

01489 612495

Departure/Destination Aerodrome(s)

EGQS, EGNV

ACN Issued by:

AU3

¹ [AIS Temporal Reference System](#): Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.

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 required to complete a flight calibration of the Lossiemouth Wide Area Multilateration (WAM) radar. It replaces ACN 2022-09-0038.

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 and availability of an ATS.

17. **Serials.** The calibration is planned to take place over two nights. The first night will involve either the B200 and/or the DA42 to check the Mode A/C configuration. The second evening will entail the same profiles but checking the Mode S configuration. The trajectory table is located in Section 3 but the flight will require to be conducted at both 8,000ft and 5,000ft AMSL.

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

19. **Altimeter Setting.** The sponsor has requested to fly the serials in relation to the Lossiemouth (EGQS) QNH.

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

- | | |
|-------------------------|-------------|
| a. Aberdeen | 119.055 MHz |
| b. Lossiemouth | 119.575 MHz |
| c. Swanwick Mil – North | 136.375 MHz |
| d. Inverness | 122.605 MHz |

21. 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.

22. **Aberdeen.** Aberdeen ATC will endeavour to provide an ATS through their CTR/CTA, however due to limited staffing at night, the sponsor shall engage with Aberdeen ATC at least 48 hours prior to the planned task to discuss requirements and confirm a service will be available at the requested time.

23. **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.

SECTION 3**Trajectory Table****RAF Lossiemouth WAM Lat & Longs**

WPT	Lat (dec/deg)	Long (dec/deg)	Altitude	Lat (ddm)	Long (ddm)	Distance (km)
A	57.641662	-3.278006	8000	57.38.4997N	3.16.6804W	0
B	56.935777	-2.740619	8000	56.56.1466N	2.44.4371W	85
C	57.336165	-1.940912	8000	57.20.1669N	1.56.4547W	66
D	58.050388	-1.929404	8000	58.03.0232N	1.55.7642W	80
E	58.498842	-3.357968	8000	58.29.9305N	3.21.4780W	98
F	56.856145	-3.351352	8000	56.51.3687N	3.21.081W	183
G	57.128646	-4.457921	8000	57.07.7187N	4.27.4752W	74
H	57.912737	-4.830501	8000	57.54.7642N	4.49.8300W	90
I	58.399054	-4.125457	8000	58.23.9432N	4.07.5274W	68
J	57.54561	-3.564581	8000	57.32.7366N	3.33.8748W	101
TOTAL						845km

WPT	Lat (dec/deg)	Long (dec/deg)	Altitude	Lat (ddm)	Long (ddm)	Distance (km)
K	57.664318	-3.301352	5000	57.39.8590N	3.18.0811W	0
L	57.532819	-1.834022	5000	57.31.9691N	1.50.0413W	89
M	58.061376	-1.935546	5000	58.03.6825N	1.56.1327W	59
N	58.50425	-2.970332	5000	58.30.255N	2.58.2199W	78
O	58.331765	-4.353512	5000	58.19.9059N	4.21.2107W	83
P	57.201284	-2.293131	5000	57.12.0770N	2.17.5878W	176
Q	57.051024	-2.685418	5000	57.03.0614N	2.41.1250W	29
R	57.224168	-3.085145	5000	57.13.4500N	3.05.1087W	31
S	57.281663	-3.83111	5000	57.16.8997N	3.49.8666W	45
T	57.244914	-4.230549	5000	57.14.6948N	4.13.8329W	24
U	57.841287	-4.195006	5000	57.50.4772N	4.11.7003W	66
V	58.174946	-4.61474	5000	58.10.4967N	4.36.8844W	45
W	57.623321	-3.57835	5000	57.37.3992N	3.34.701W	87
TOTAL						812km

WPT	Lat (dec/deg)	Long (dec/deg)	Altitude	Lat (ddm)	Long (ddm)	Distance (km)
AA	58.02294	-4.784571	8000	58.01.3764N	4.47.0742W	
AB	57.366614	-1.92139	8000	57.21.9968N	1.55.2834W	186km

Chart 2 – 8,000ft

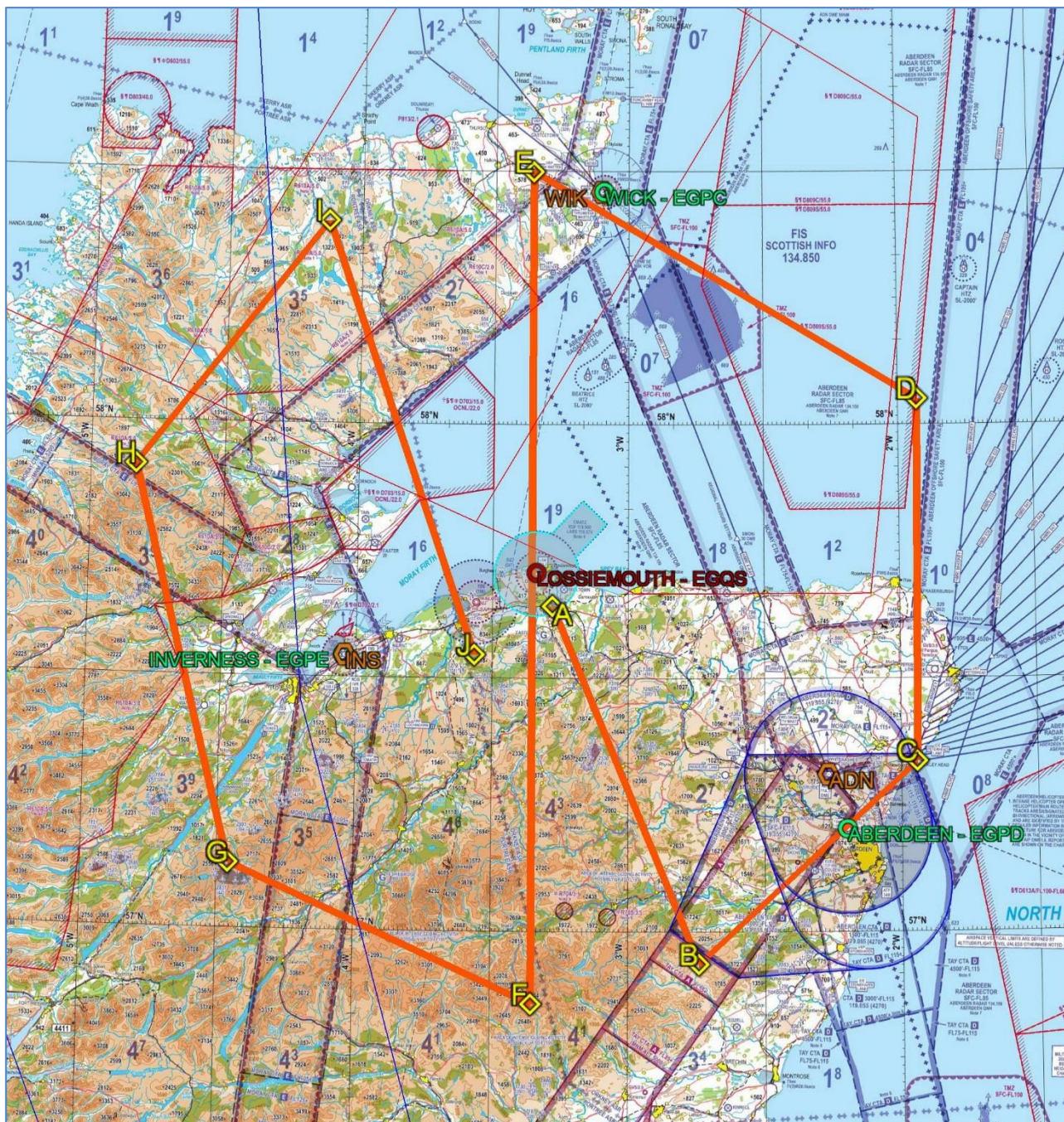


Chart 3 – 5,000ft

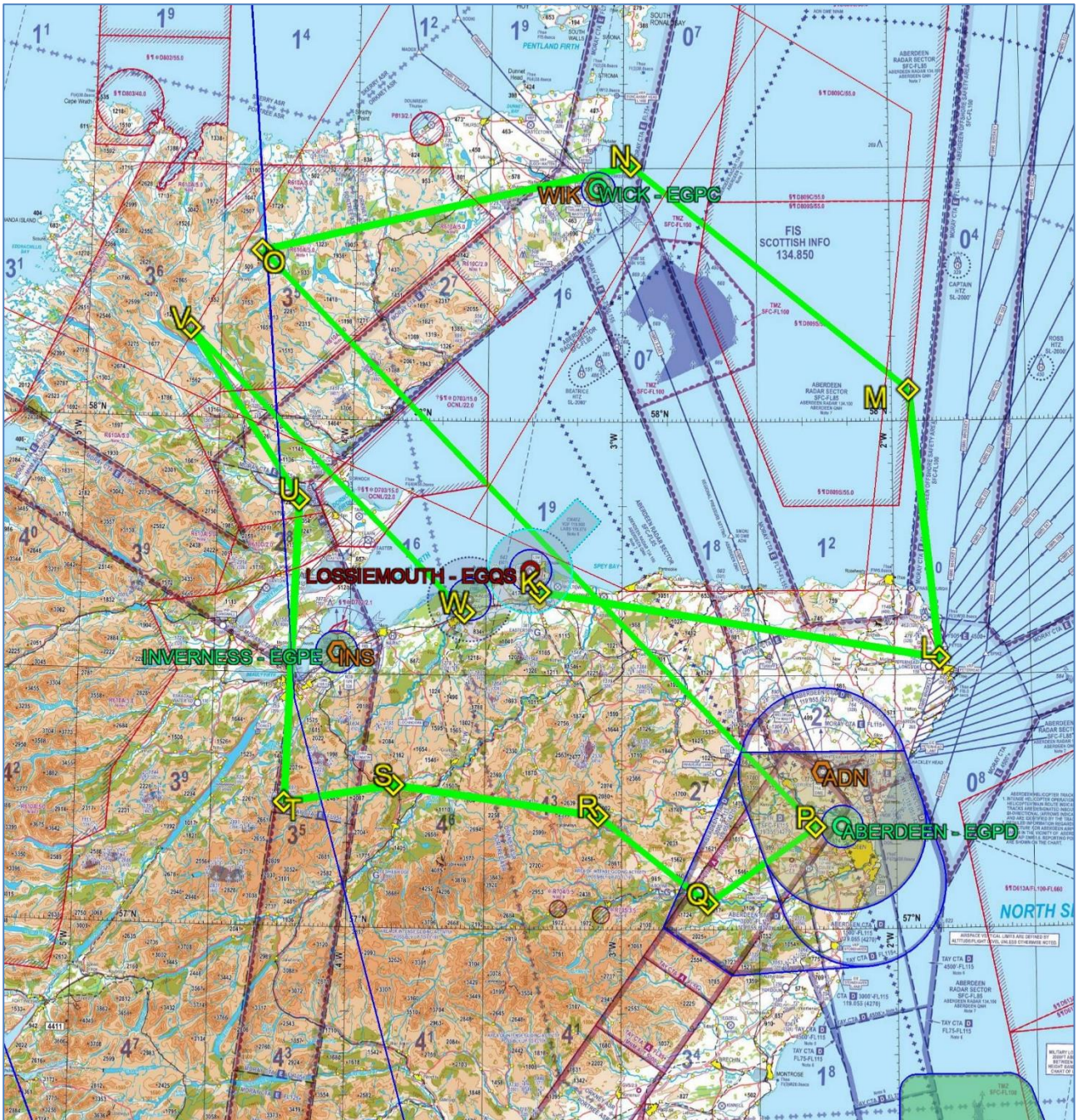


Chart 4 – 8,000ft

