

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-336	1.0	31/01/2024	22/01/2024

Civil Aviation  
Authority

## RADAR CALIBRATION WITTERING PSR (STAR NG)

### NDS

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

1 Mar 24 – 31 Jul 26

**Times**

0800-1800L

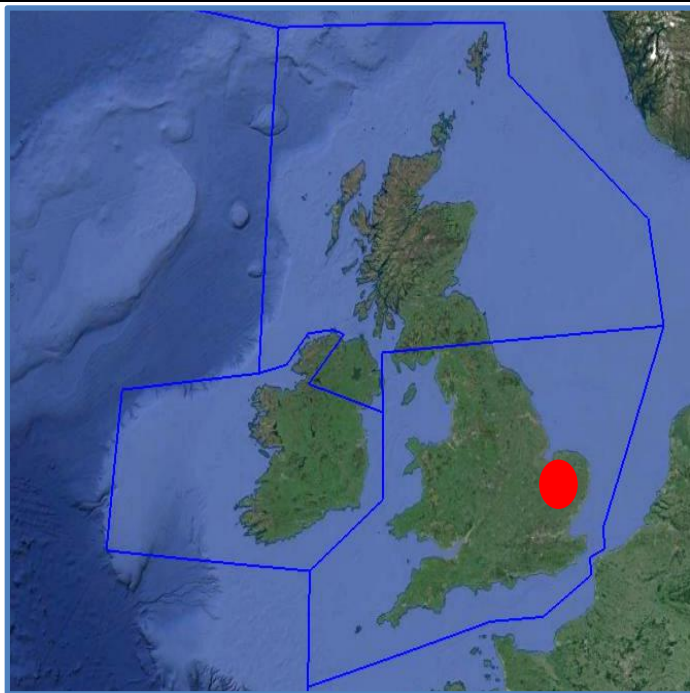
**Vertical Limits:**5000ft-20000ft  
plus/minus D Value correction then converted to a Flight Level**Allocated Mode 3A (SSR):**

0024

**Aircraft Details:**Type: B200  
Callsign: CLBxxx**NDS Approved:****Yes** – *Subject to the conditions in Section 2***Event Sponsor(s):**The Operations Officer  
Thales Flight Inspection Service  
Durham Tees Valley Airport  
Darlington  
DL2 1NL  
01325 335346**Aircraft Operator(s):**The Operations Officer  
Thales Flight Inspection Service  
Durham Tees Valley Airport  
Darlington  
DL2 1NL  
01325 335346**ATS Units/  
Controlling Agencies:**

Coningsby	01526 347443
Lakenheath	01638 523760
Marham	01760 444949
Swanwick Mil (78 Sqn) – East	01489 612408
Swanwick Mil (78 Sqn) – West	01489 612417
Waddington Radar	01526 347443
Wittering	01780 417050
Wattisham	01449 728234

Swanwick TC Assistant (Info)	02380 401110
Swanwick AC Assistant (Info)	01489 612420

**Geographical Limits:****Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)**

EGNV, EGXT, EGYD

**ACN Issued by:**

AU3

## 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) – AU3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

**SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)**

15. This ACN details the serials and requirements to conduct a calibration of the Wittering STAR NG Primary Radar. The radar is located within the aerodrome boundary of RAF Wittering.

16. This ACN replaces 2023-03-0032.

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 4 hours prior to departure to provide final details, agree a start time and confirm availability of an ATS.

18. Wittering ATC are responsible for informing adjacent Terminal ATC agencies of the planned radial to be flown. Swanwick Mil (East) is responsible for coordinating with the relevant ATC Operations Supervisor (OS) at Prestwick ACC, Swanwick ACC or Swanwick LTC, appropriate to the radial required, in line with the notification intervals specified at Para 16.

19. **Times.** All times subject to approval from ATC and dependent on the airspace complexity and traffic levels.

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.*). Outside CAS and in between runs, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers) and attracts no priority. 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.

21. **Levels & Ranges.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value<sup>1</sup> 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 (if above the transitional altitude). The sponsor is responsible for this conversion and confirm the exact requirement with the controlling agency prior to each run:

- a. 20,000ft AMSL
  - i. 58nm – 28nm                      x 2 runs
  - ii. 58nm – OH                              x 1 run
- b. 10,000ft AMSL
  - i. 58nm – 28nm                      x 3 runs
- c. 5,000ft AMSL
  - i. 58nm – 28nm                      x 3 runs

22. **RVSM Status.** The aircraft is **NOT APPROVED** for RVSM.

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<sup>1</sup> D' Values are corrected from ICAN standard atmosphere to actual conditions, thus aircraft may be unable to maintain whole Flight Levels.

23. **Radials.** Whilst the radials below have been specified, the sponsor may request a non-specified radial. The sponsor shall inform agencies of the expected radial as soon as practicable prior to the flight test/calibration. Radial chosen will depend on wind direction and speed on the day.

a. Preferred Radials:

i. 075°

b. Backup Radials:

i. 016° – 018°

ii. 034° – 037°

iii. 118° – 121°

iv. 347° – 349°

24. **Orbits.** No orbits are requested for this flight.

25. **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.

26. **ATS Provision – Outside CAS.** The calibration flight within the coverage of the following units:

- |                        |             |
|------------------------|-------------|
| a. Coningsby           | 119.200 MHz |
| b. Lakenheath          | 136.500 MHz |
| c. Marham              | 124.150 MHz |
| d. Swanwick Mil – East | 133.325 MHz |
| e. Wattisham           | 125.800 MHz |
| f. Wittering           | 119.675 MHz |

27. 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.

28. **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 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)

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

30. 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.

31. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

32. **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

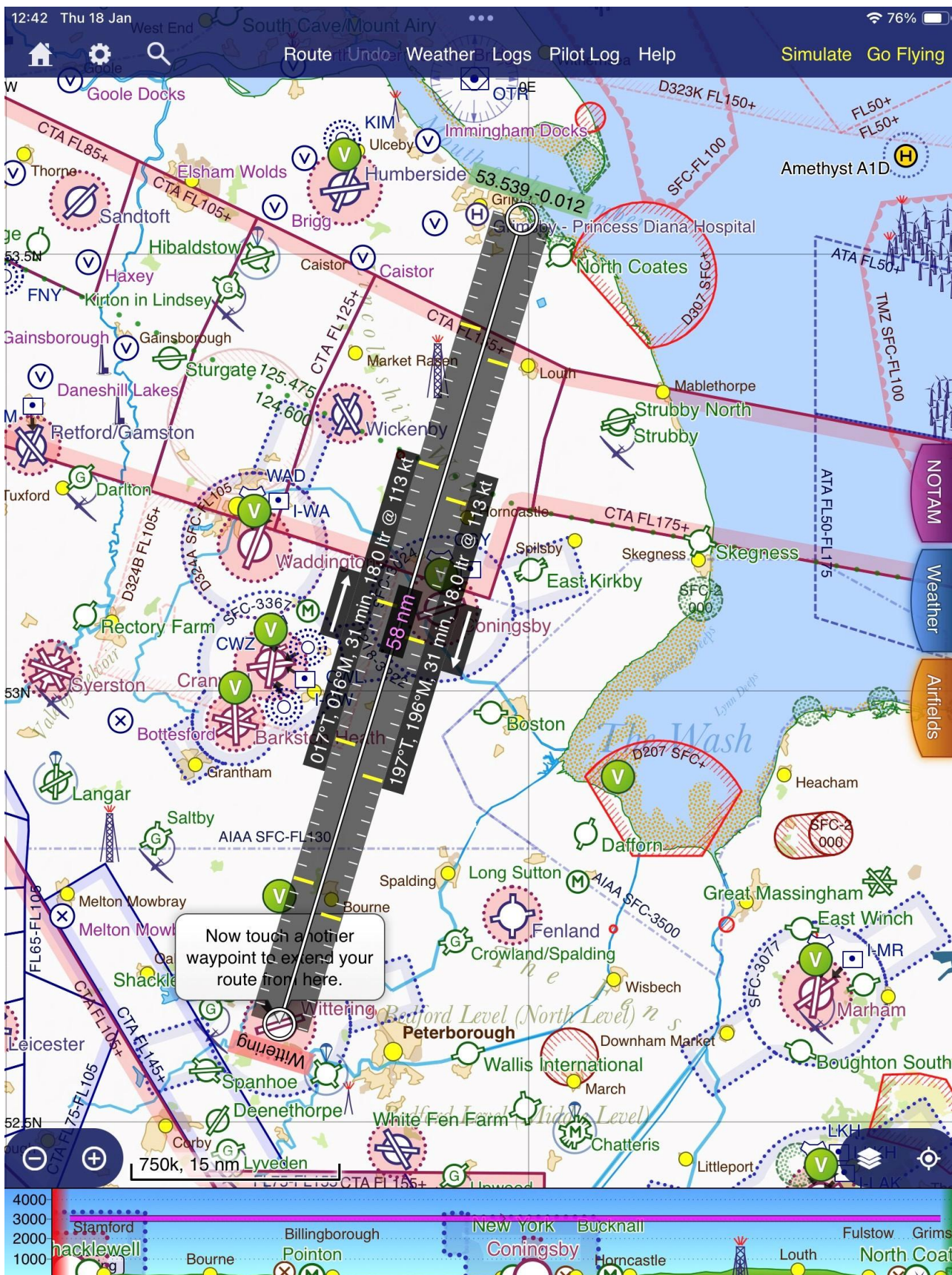
#### Area of Operation

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

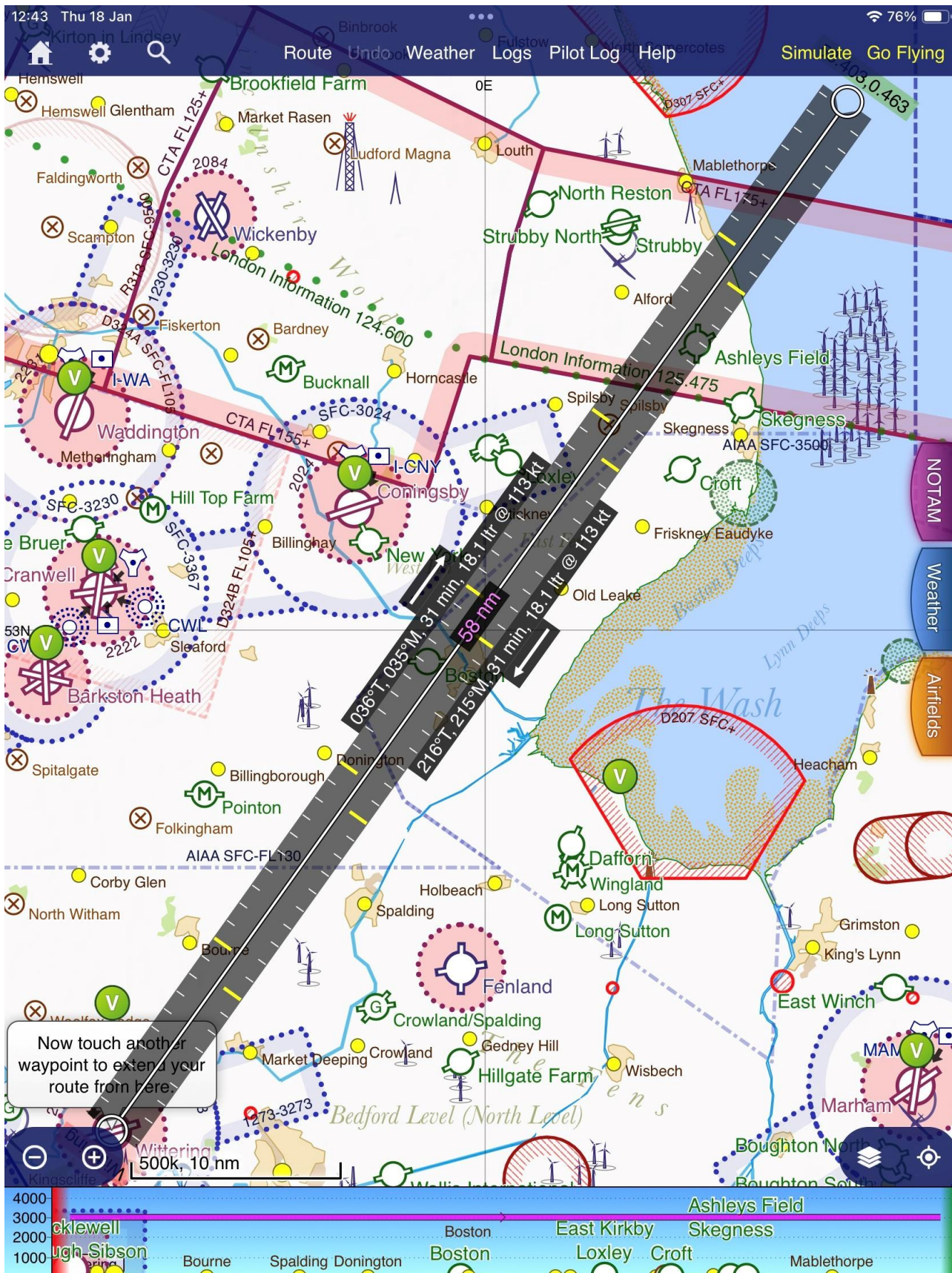
Chart 1 – Preferred Radial 075°



### Chart 2 – Back Up Radial 016° – 018°



### Chart 3 - Back Up Radial 034° - 037°



Now touch another waypoint to extend your route from here.



### Chart 4 - Back Up Radial 118° - 121°



### Chart 5 - Back Up Radial 347° - 349°

