AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
2023-07-0035	2.0	**09/09/2025**	31/05/2023

NAVAID CALIBRATION
WITTERING TACAN

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times - ALL TIMES UTC[1]**
01st July 2023 – 30th November 2027	08:00 – 20:00 *(07:00 – 19:00)*
Vertical Limits:	**Allocated Mode 3A (SSR):**
50ft **AGL** – 2,500ft AMSL (XT QNH)	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: B200 / DA42 Callsign: CLB*xxx*	**Yes –** *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346

ATS Units/ Controlling Agencies:

Coningsby	01526 347443
Cranwell Radar[2]	01526 347443
East Midlands	01332 852993
Lakenheath	01638 523760
Marham	01760 334949
Waddington Radar[3]	01526 347443
Wittering Radar[4]	01760 334949
Wittering Tower	01780 417050

Info: Barkston Heath, Cranwell Tower, Conington, Leicester, Nottingham, Syerston, Sywell, Waddington Tower

Geographical Limits:

Airspace Reservations:

EG D207	Holbeach	01406 550083
	DIORDOSTrg-EHolbeachRgeMbox@mod.gov.uk	
PJE	Chatteris	01354 740810
PJE	Langar	01949 860878

Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGNV, EGXT	AS3

[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.*

[2] Co-located within the Lincolnshire Terminal Air Traffic Control Centre at RAF Coningsby. When calling as for transfer to *"Cranwell Radar"*.

[3] Co-located within the Lincolnshire Terminal Air Traffic Control Centre at RAF Coningsby. When calling as for transfer to *"Waddinton Radar"*.

[4] Co-located within the ATC Unit at RAF Marham. When calling, ask for transfer to "*Wittering Radar*".

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 Wittering Tactical Air Navigation (TACAN) system. The calibration is broken into three elements: the orbit and radials and the approach. This ACN only covers the orbits and potential radials as the approach element can be conducted under normal ATM procedures.

16. **This ACN replaces ACN 2017-00-0054 (also known as 2017-01-0066).**

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 Air Traffic Service (ATS).

18. Wittering Radar are responsible for conducting any necessary coordination with adjacent impacted Air Traffic Service (ATS) Units (ATSUs).

19. **Times.** This calibration can be conducted during the day, subject to agreement with East Midlands (should a radial in that direction be required). In the event that a significant impact to ATC operation is unavoidable, the sponsor may have to conduct this calibration at night.

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.** The sponsor will inform ATC of the required altitudes to be flown. All activity will be conducted in reference to the Wittering (XT) QNH.

22. **Orbit.** A minimum of two orbits are expected to be flown up to 2,500ft (XT QNH) at a range of 20nm from the antenna however, more may be required subject to engineering requirements. The orbits can be flown either clockwise or anti-clockwise.

23. **Radials.** Radials between 30nm to 10nm may be required to be flown in any sector that fails to meet the required specification. As per para 20, NDS only applies when on a measured run (within CAS) and ATS providers may request the aircraft hold or delay planned legs to reduce the overall impact to GAT operations at East Midlands.

24. **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.

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

a.	Coningsby	119.205 MHz	
b.	Cranwell Radar	124.455 MHz	
c.	Lakenheath	128.900 MHz	
d.	Marham	124.155 MHz	
e.	Waddington Radar	119.505 MHz	
f.	Wittering Radar	119.680 MHz	Primary Controlling Agency

26. 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.

27. **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

28. 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 – 20nm Orbit
2,500ft (XT QNH)

Charts 4 & 5 – Area of Potential Radial Activity