AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2023-10-0039	1.0	**21/09/2023**	**15/09/2023**

Civil Aviation Authority

Radar Calibration
RAF Linton on Ouse WAM

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times (ALL TIMES UTC)**
1 Oct 23 – 31 Jul 25	2000-0400
Vertical Limits:	**Allocated Mode 3A (SSR):**
FL50 – FL80	0024
Aircraft Details:	**NDS Approved:**
B200 – Calibrator	Yes – See Section 2.
Event Sponsor(s):	**Aircraft Operator(s):**
Anthony Tyrer Thales Flight Inspection Service, Teesside International Airport, Darlington, Co Durham. DL2 1NJ 01325 335346 Anthony.tyrer@uk.thalesgroup.com	The Operations Officer Thales Flight Inspection Service, Teesside International Airport, Darlington, Co Durham. DL2 1NJ 01325 335346 stephen.fryer@uk.thalesgroup.com

ATS Units/ Controlling Agencies:		**Geographical Limits:**
Leeming	01677423041 x 7210	
Leeds	0113 3913282	
Humberside	01652 682022	
Teesside	01325 331020	
Newcastle	0191 214 3250	
Manchester	0161 209 2835	
Prestwick ACC	01294 655300	
Airspace Reservations:		
Nil		

Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGNV	AU3

SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities at Section 3 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.

PUBLICATIONS AND CHANGES

9. The activity lies 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).

10. 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

11. 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.

12. 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. This ACN details profiles required for the calibration of the Linton-on-Ouse WAM. It replaces ACN 2017-12-0008.

15. **Dates.** 1 Oct 23 – 31 Jul 25.

16. **Notification of Calibration Flight.** 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 1 hours prior to departure to provide final details, agree a start time and confirm availability of an Air Traffic Service (ATS).

17. **Additional Notification.** Manchester ATC may require 2 weeks' notice of the calibration and that for profiles between I, J and K a suitable time should be discussed and agreed prior to the flight.

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*). 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.

19. The profiles are broken into trajectories which allow the collected data to be indexed to the corresponding test procedure. The trajectories are further broken down into segments (corresponding to waypoints) to clearly define how the flight test will be conducted.

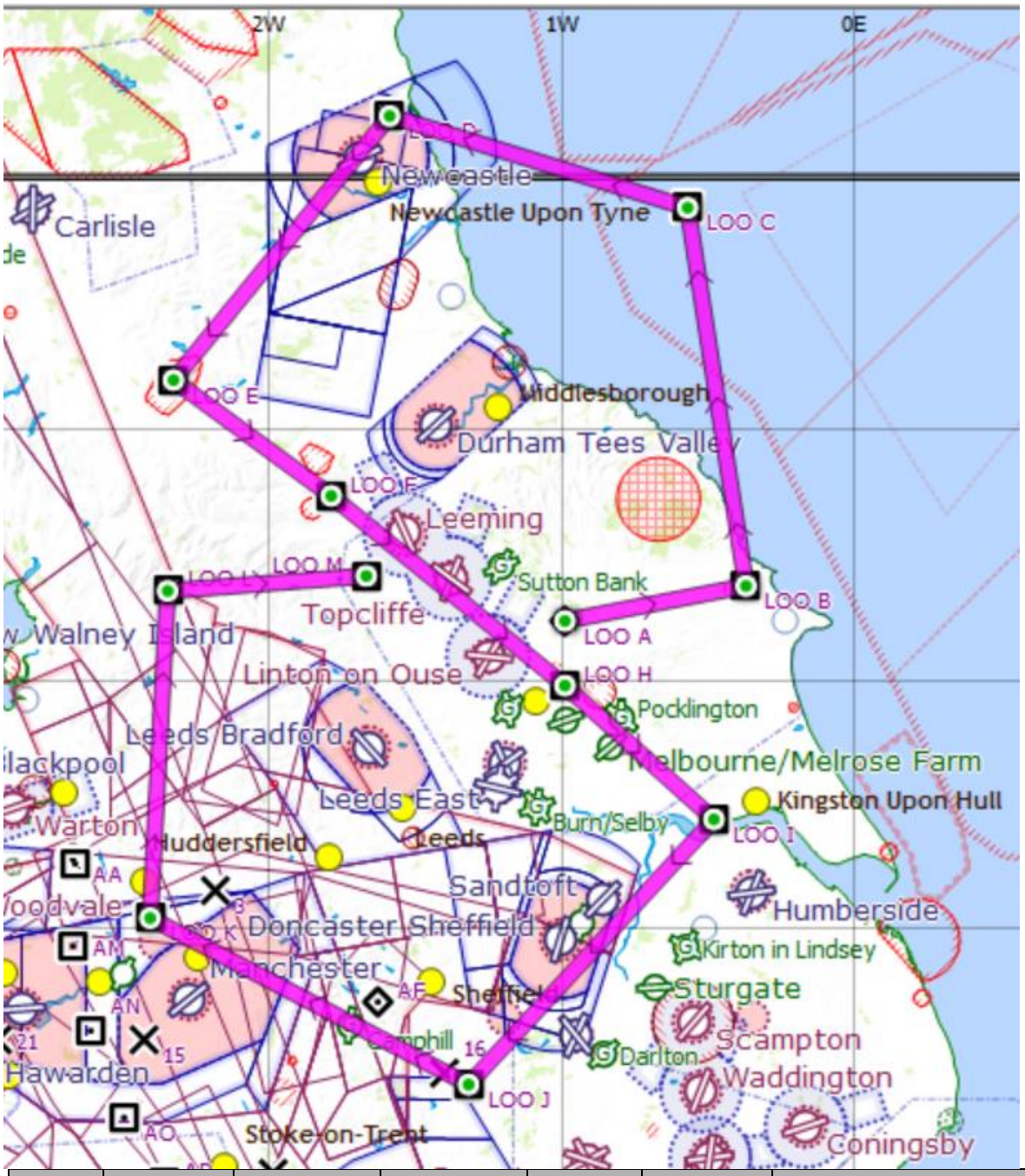
20. Charts and waypoints for these trajectories are at Section 3.

21. Some low level flying in the vicinity of subject airfields will take place but is not covered in this ACN, such profiles will be negotiated locally.

SECTION 3:

Serial	Route	Level	ATC Agencies
1	LOO A to LOO M	FL50	Newcastle Leeming Manchester
2	LOO N to LOO Y	FL80	Humberside Teesside Newcastle Manchester
3	LOO AA – AB - AA	FL80	Teesside Leeming Leeds PC
4	LOO AE-AJ	FL80	Teesside Leeming Leeds PC
5	LOO AK-AT	FL80	Newcastle Teesside

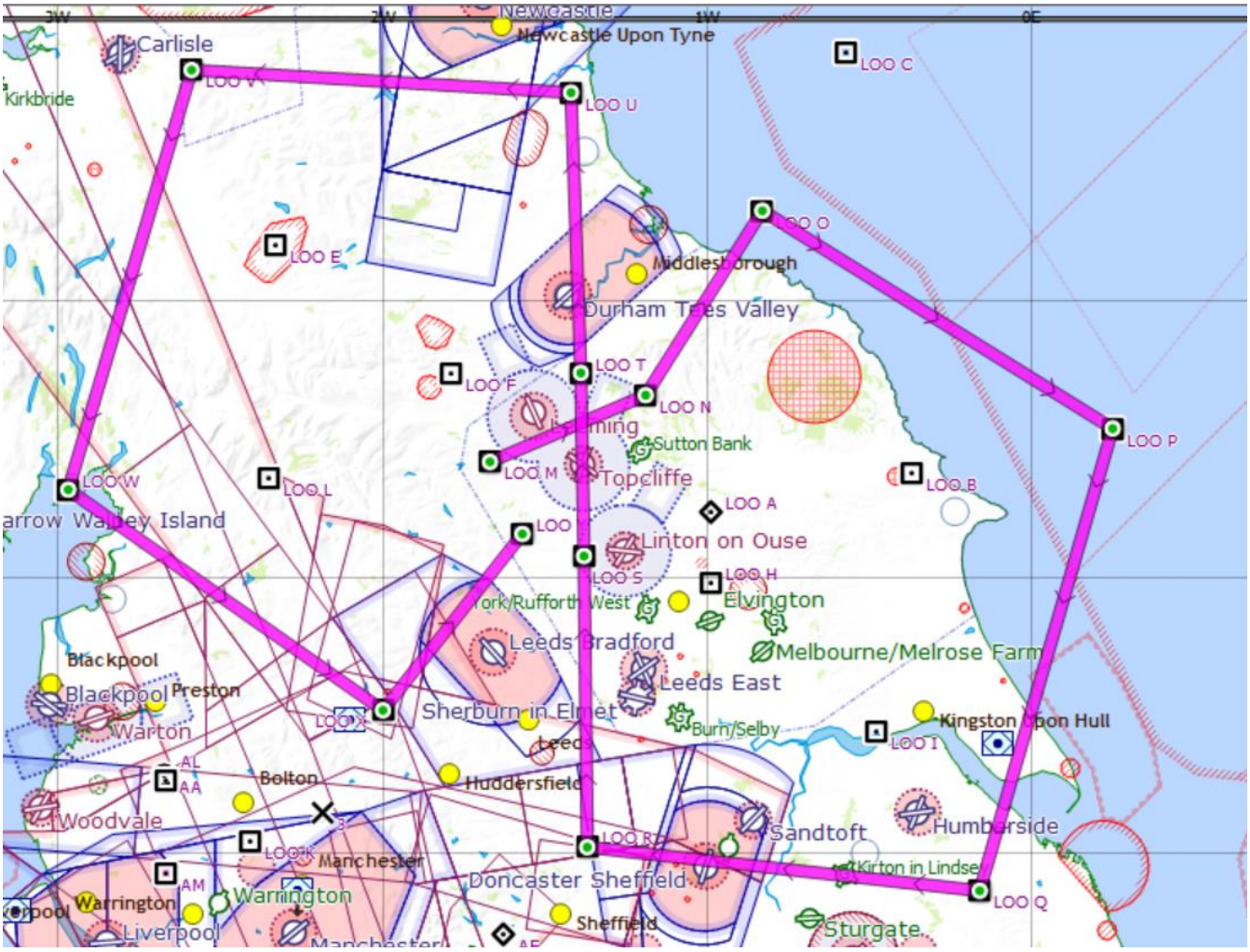
Serial 1: LOO A to LOO M FL50



No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
1	A	54.12	-0.99	FL50	51.91	Take off from EGNV (Durham Tees Valley Airport) and fly to waypoint A. Before reaching waypoint A adjust to and maintain FL50.
2	B	54.19	-0.37	FL50	41.25	After Waypoint A the flight test starts.
3	C	54.94	-0.57	FL50	84.48	

No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
4	D	55.12	-1.59	FL50	68.22	
5	E	54.60	-2.33	FL50	74.89	
6	F	54.37	-1.79	FL50	43.36	
10	H	53.99	-0.99	FL50	18.42	
11	I	53.72	-0.48	FL50	45.05	
12	J	53.18	-1.32	FL50	82.01	
13	K	53.52	-2.41	FL50	81.86	
14	L	54.18	-2.35	FL50	73.57	
15	M	54.21	-1.67	FL50	44.51	

Serial 2: LOO N to LOO Y FL80



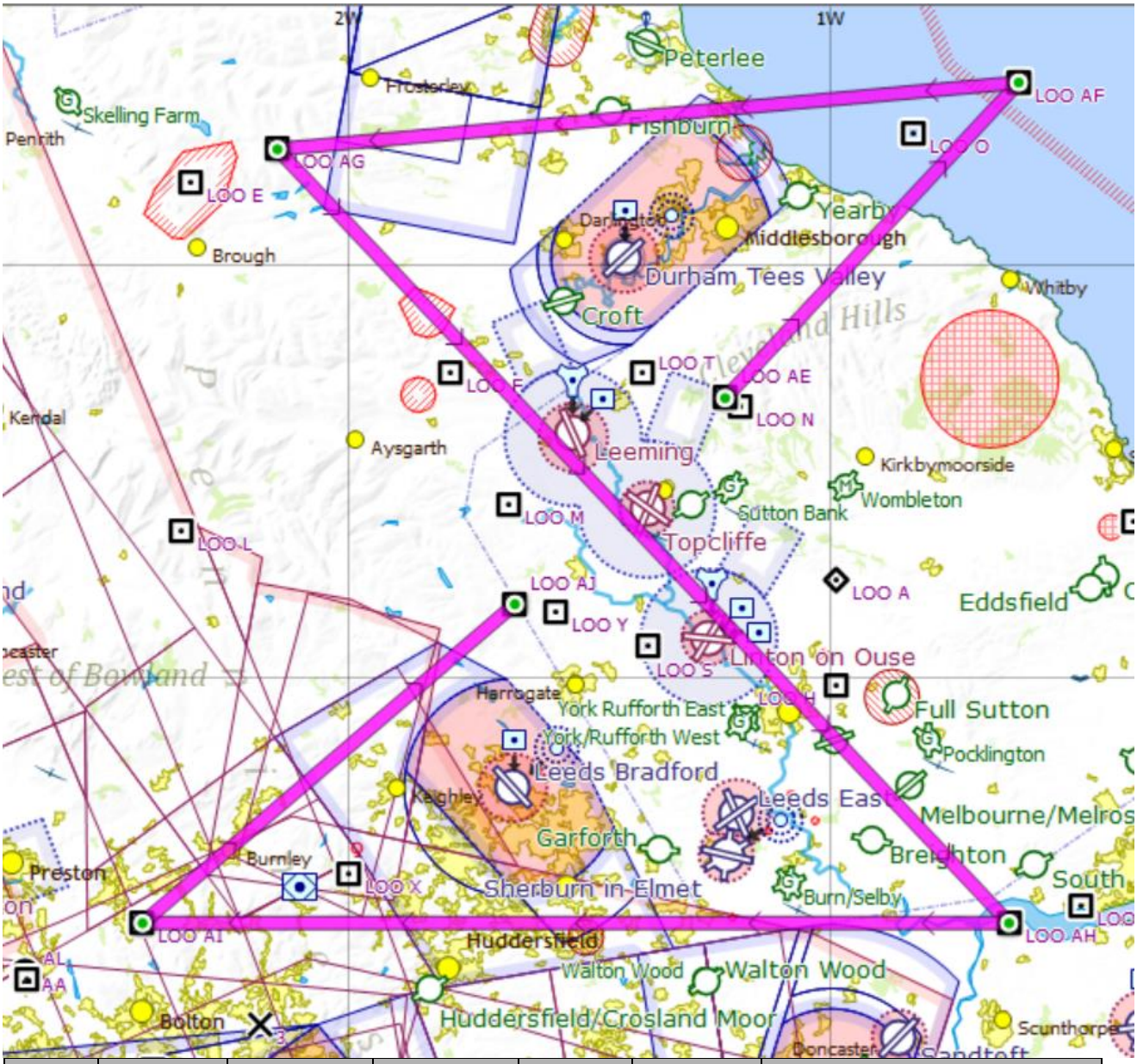
No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
17	N	54.33	-1.19	FL80	18.67	
18	O	54.66	-0.83	FL80	43.52	
19	P	54.27	0.25	FL80	82.40	
20	Q	53.43	-0.16	FL80	97.33	
21	R	53.51	-1.37	FL80	80.84	
22	S	54.04	-1.38	FL80	59.00	
23	T	54.37	-1.39	FL80	36.74	
24	U	54.87	-1.42	FL80	55.69	

25	V	54.91	-2.59	FL80	75.21	
26	W	54.16	-2.97	FL80	87.04	
27	X	53.76	-2.00	FL80	77.69	
28	Y	54.08	-1.57	FL80	45.46	

Serial 3: LOO AA-AB-AA FL80

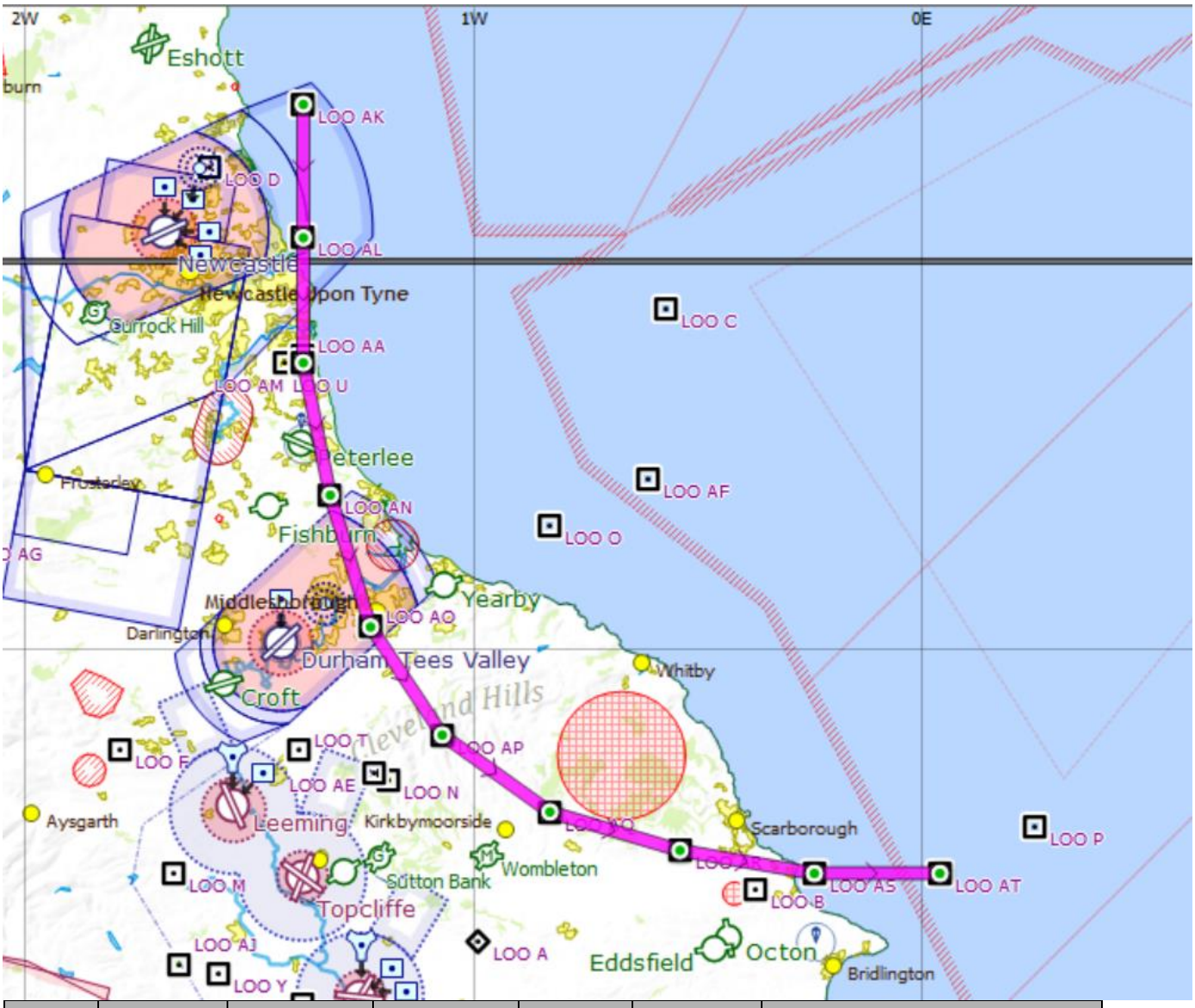
No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
1	AA	54.88	-1.38	FL80	41.40	
2	AB	53.46	-1.38	FL80	158.06	
3	AA	54.88	-1.38	FL80	158.06	

Serial 4: LOO AE-AJ FL80



No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
1	AE	54.34	-1.22	FL80	23.22	.
2	AF	54.72	-0.61	FL80	57.89	
3	AG	54.64	-2.15	FL80	99.74	
4	AH	53.70	-0.63	FL80	144.22	
5	AI	53.70	-2.43	FL80	118.88	
6	AJ	54.09	-1.59	FL80	70.24	

Serial 5: LOO AK-AT FL80



No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
1	AK	55.20	-1.38	FL80	76.99	.
2	AL	55.03	-1.38	FL80	18.95	
3	AM	54.87	-1.38	FL80	17.81	
4	AN	54.70	-1.32	FL80	19.31	
5	AO	54.53	-1.23	FL80	19.79	
6	AP	54.39	-1.07	FL80	18.72	
7	AQ	54.29	-0.83	FL80	19.17	

No.	Name	LAT (decimal degrees)	LON (decimal degrees)	Altitude	Distance [km]	Notes
8	AR	54.24	-0.54	FL80	19.71	
9	AS	54.21	-0.24	FL80	19.85	
10	AT	54.21	0.04	FL80	18.27	