

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-5936	1.1	28/01/2026	04/09/2024

Civil Aviation  
Authority

## WATTISHAM TACAN Calibration

NDS

**Subject to NOTAM: No****Date(s) of activity/Validity:**30<sup>th</sup> November 2024 – 30<sup>th</sup> November 2026**Times (ALL TIMES UTC)**

Daytime

**Vertical Limits:**

2300ft – 4000ft AMSL

**Allocated Mode 3A (SSR):**

0024

**Aircraft Details:**

Type: B200 or DA-42

Callsign: CLBxxx

**NDS Approved:**

Yes – Subject to the conditions in Section 2

**Event Sponsor(s):**

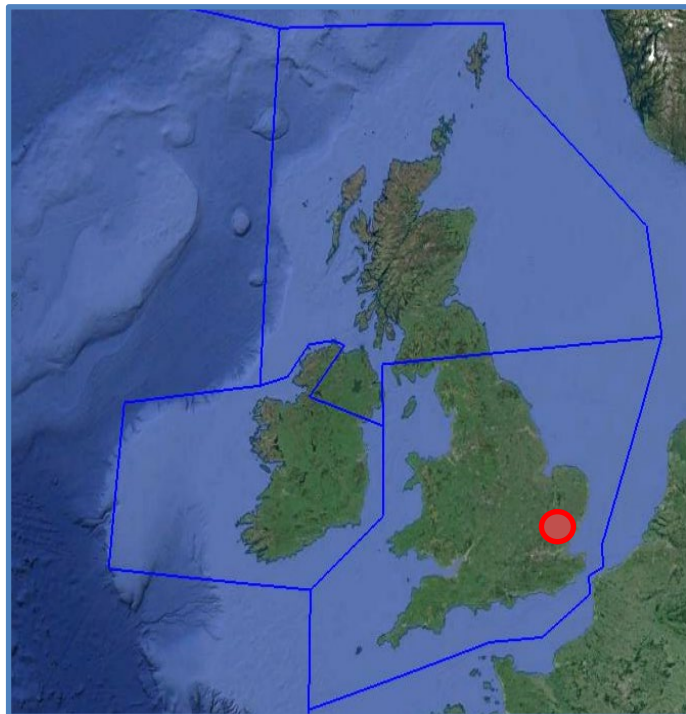
Thales Flight Inspection Service  
 Hangar 3  
 Teesside International Airport  
 Darlington  
 DL2 1NL  
 01325 335346

**Aircraft Operator(s):**

Thales Flight Inspection Service  
 Hangar 3  
 Teesside International Airport  
 Darlington  
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**ATS Units/****Controlling Agencies:**

Marham	01760 334949
London TC	02380 401110
Norwich	01603 420641
Southend	01702 538420
Wattisham	01449 728234

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

D138 Shoeburyness

**Departure/Destination Aerodrome(s)**

EGNV, EGUW

**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) – AS3  
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 required to conduct a calibration of the Wattisham TACAN.
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, which ATC Unit will be the primary controlling agency and availability of an ATS for the duration. Specifically, the Sponsor is to engage early with London TC to discuss and coordinate for elements of the flight that area required within the London TMA (CAS) due to the complexity and busy nature of the airspace.
17. The controlling authority is responsible for informing adjacent ATS providers of the details of the flight check, subject to the radial to be flown.
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 all other times, flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority.
19. **Levels.** The aircraft will be required to operate between 2300ft - 4000ft on the Wattisham QNH.
20. **Radials.** Any radial between 30-10nms at 2300ft on the Wattisham QNH where the radar fails to meet the range and/or bearing specifications. If flown during daytime hours the operator is to be cognisant that they may be required to hold outside of controlled airspace, and access to the London TMA (CAS) portion of the orbit is not guaranteed. The operator is advised to fly the 30-10nm radials from a direction that avoids the Stanstead and Southend CTA/CTRs, to avoid potentially holding for extended periods. Section 3, Chart 2 displays the 10nm and 30nm range rings within which any radial may be flow.
21. **Orbits.** A maximum of 2 orbits will be flown at 20nms at 2300ft on the Wattisham QNH. Orbits can be flown clockwise or anti-clockwise. The operator may be required to hold outside of controlled airspace (for extended periods) and access to the London TMA (CAS) portion of the orbit is not guaranteed, due to the increased traffic levels during daytime hours. If approval is given by the ATC agency for an orbit, this will be for a single orbit only. Each orbit must be individually coordinated by the sponsor with the Group Supervisor Airports (02380 401110) in view of the gap required in Stansted movements and to safely accommodate each of the orbits.
22. **Approaches.** Wattisham TACAN Approaches iaw Mil AIP
23. **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.
24. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following units:
- |              |                |
|--------------|----------------|
| a. Marham    | Freq – 124.155 |
| b. Norwich   | Freq – 119.355 |
| c. Southend  | Freq – 130.780 |
| d. Wattisham | Freq – 125.805 |
25. Availability of an ATS service 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.

26. **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 Units 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)

b. EGTTFZC Western Radar

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

28. 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.

29. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas (impacting radials between 338°T and 343°T), as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR 6-63.*

30. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

31. **Special Use Areas (SUAs).** Access to any SUA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.



## SECTION 3

### Area of Operation

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

Chart 1 – 20nm Orbit

