

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-1003	1.0	28/04/2026	21/04/2026

NAVAID CALIBRATION MARHAM STAR NG (THALES)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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11 May 26 – 11 May 27	0800 - 1700
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Vertical Limits:	Allocated Mode 3A (SSR):
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5,000ft – 20,000ft AMSL	0024
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Aircraft Details:	NDS Approved:
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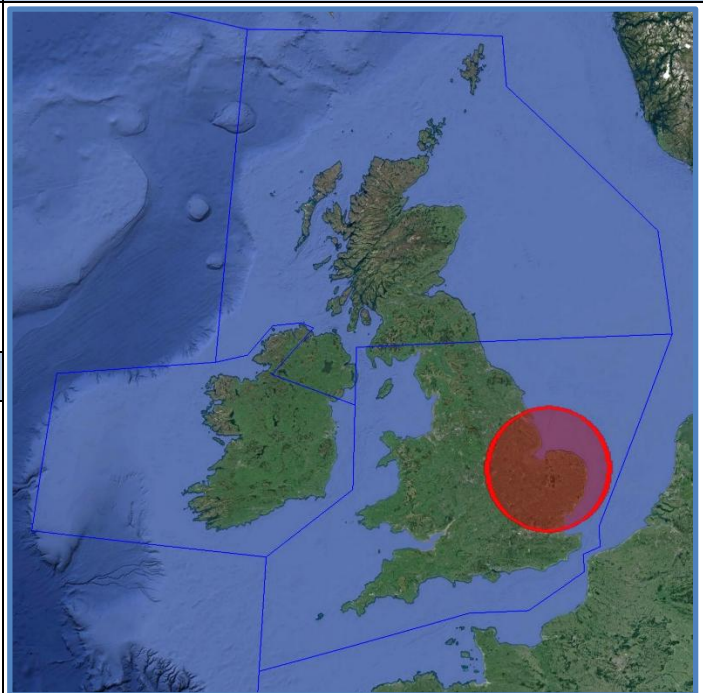
Type: B200 Callsign: CLBxxx	Yes – Subject to the conditions in Section 2
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Event Sponsor(s):	Aircraft Operator(s):
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The Operations Officer Thales Flight Inspection Service Durham Tees Valley Airport Darlington DL2 1NL 01325 335346	The Operations Officer Thales Flight Inspection Service Durham Tees Valley Airport Darlington DL2 1NL 01325 335346
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Anglia Radar	01224 727160
Coningsby	01526 347443
East Midlands	01332 852993
Humberside	01652 682022
Marham	01760 334949
Swanwick LTC (SWA)	02380 401110
Swanwick(Mil) – East	01489 612408
Waddington	01526 347443
Wittering	01760 444949



Airspace Reservations:

ATA	The Wash
EG D207	Holbeach 01406 550083
EG D323D	Southern MDA 01489 612495
EG D323E	Southern MDA 01489 612495
PJE	Langar 01949 860878

Departure/Destination Aerodrome(s)	ACN Issued by:
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EGNV, EGYM	AU7
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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 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. Such status may be afforded to part or all of the flight – see Section 2.
9. Availability of an ATS from Plymouth(Mil), Swanwick(Mil) 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)
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to calibrate the STAR NG Primary Radar at Marham. The radar is located within the aerodrome boundary of RAF Marham.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours 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. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only, (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.

18. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value 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. The sponsor is responsible for this conversion and confirm the exact requirement with the controlling agency prior to each run:

<u>Altitude</u>	<u>Start Point</u>	<u>End Point</u>	<u>No. of Runs</u>
5,000ft	58nm	28nm	3
10,000ft	58nm	28nm	3
20,000ft	58nm	28nm	2
20,000ft	58nm	Overhead	1

19. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary between subsequent days. Preferred radials between: 337° - 011°, back up radials: 226° & 286°.

20. **Orbits.** No orbits are required.

21. **Air Traffic Service (ATS) Provision – Inside 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.

22. **ATS Provision – Outside CAS.** The survey area is within the coverage of the following units (10,000ft and below only, except Anglia who can only provide upto FL65):

- a. Anglia Radar 125.275
- b. Coningsby 119.205
- c. East Midlands 134.180
- d. Humberside 119.130
- e. Swanwick LTC (Luton) 129.550
- f. Waddington 119.505

23. Availability of a service from an ATS unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or the UK Mil AIP AD2, and shall be notified via NOTAM.

24. **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, within active TRAs and is subject to Unit capacity. The military Unit providing the service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists the 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 address:

- a. EGZYOATT Swanwick(Mil)

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

26. 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) require at least two weeks prior notice in order to obtain an ATS in support of this task.

27. **Danger Areas (DAs).** The sponsor is responsible for booking access to any required DAs.

SECTION 3

Area of Operation

28. A chart highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview

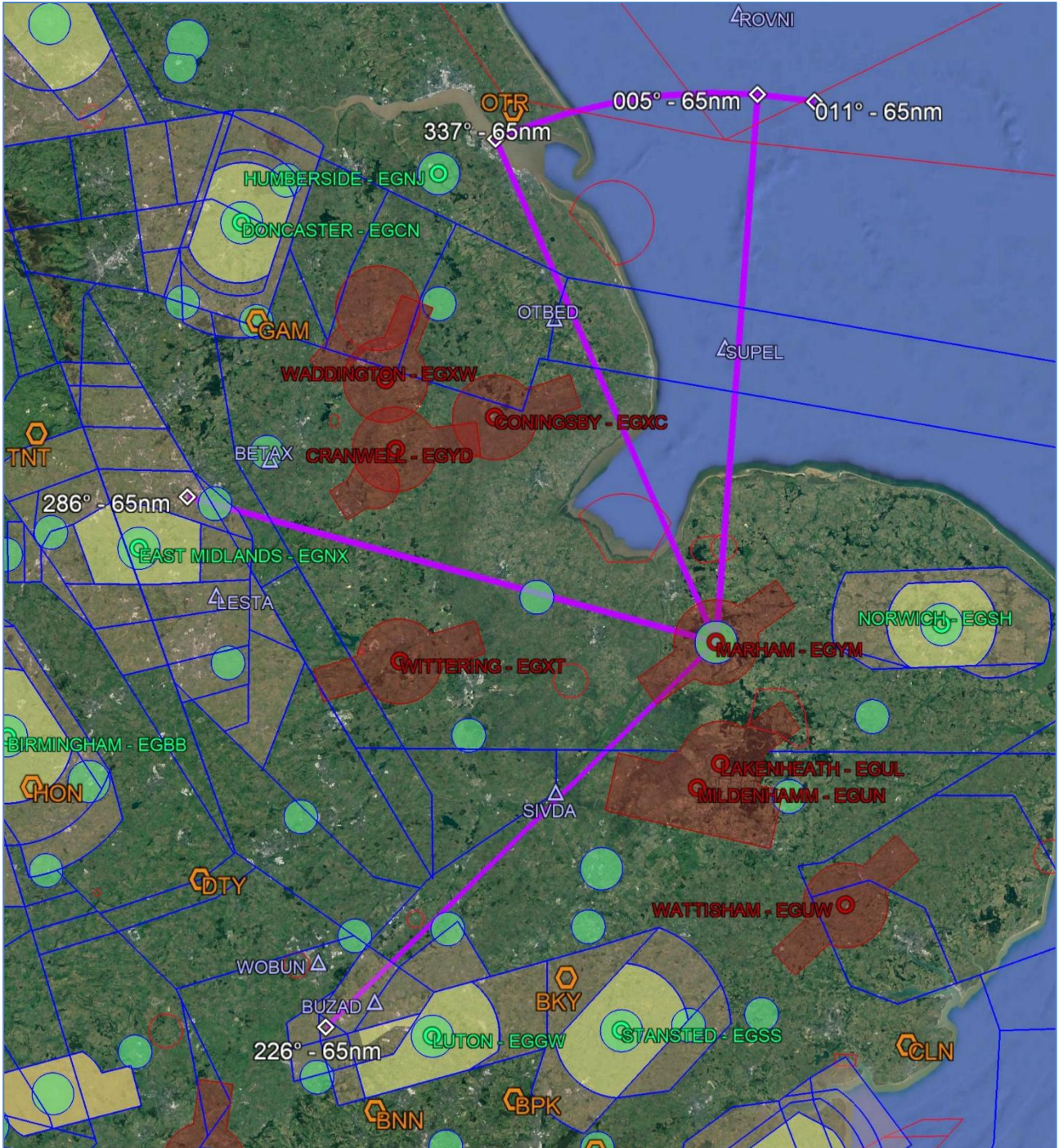


Chart 2
5,000ft AMSL
55nm to the Overhead

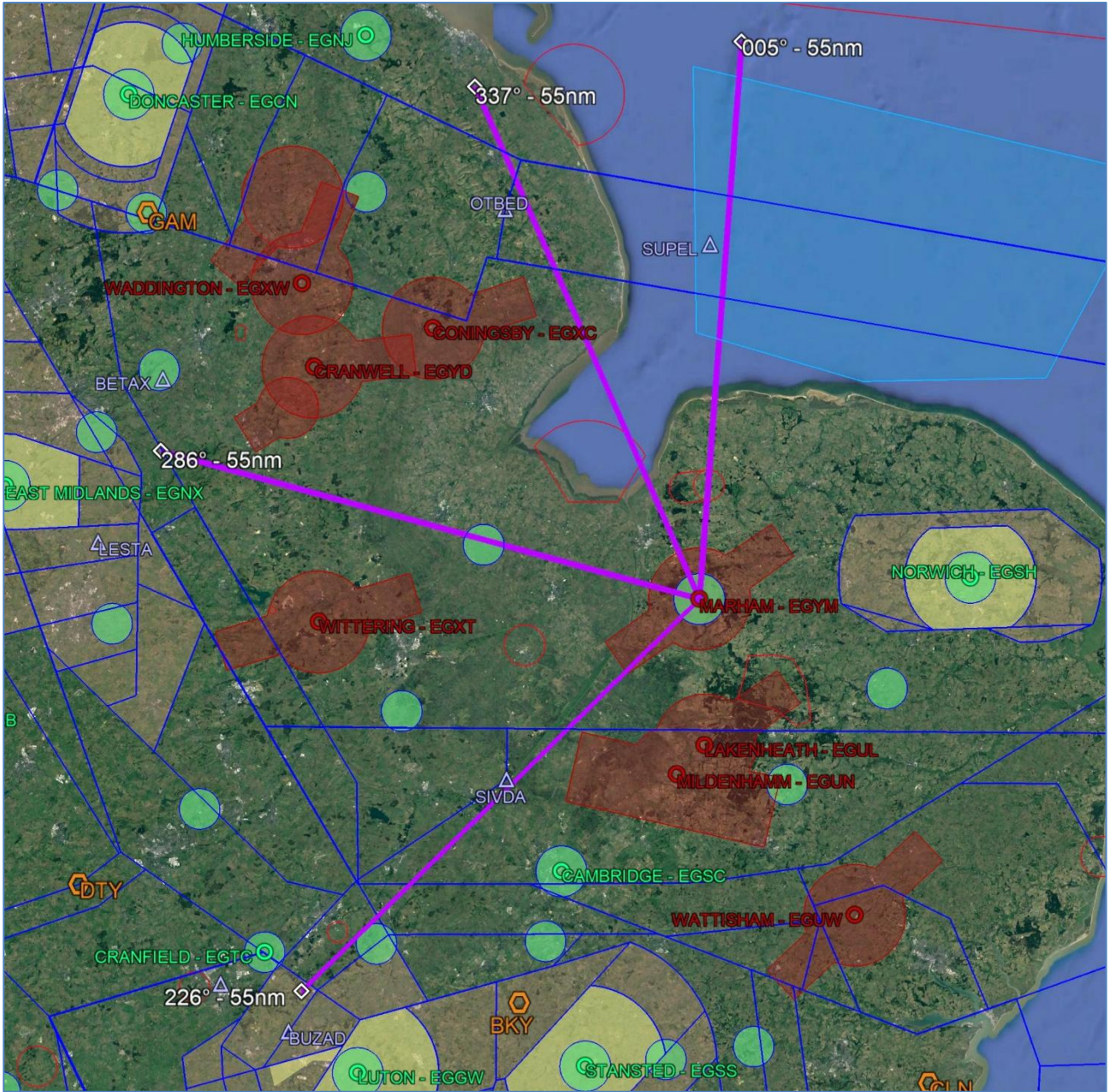


Chart 3
5,000ft AMSL
55nm to 35nm

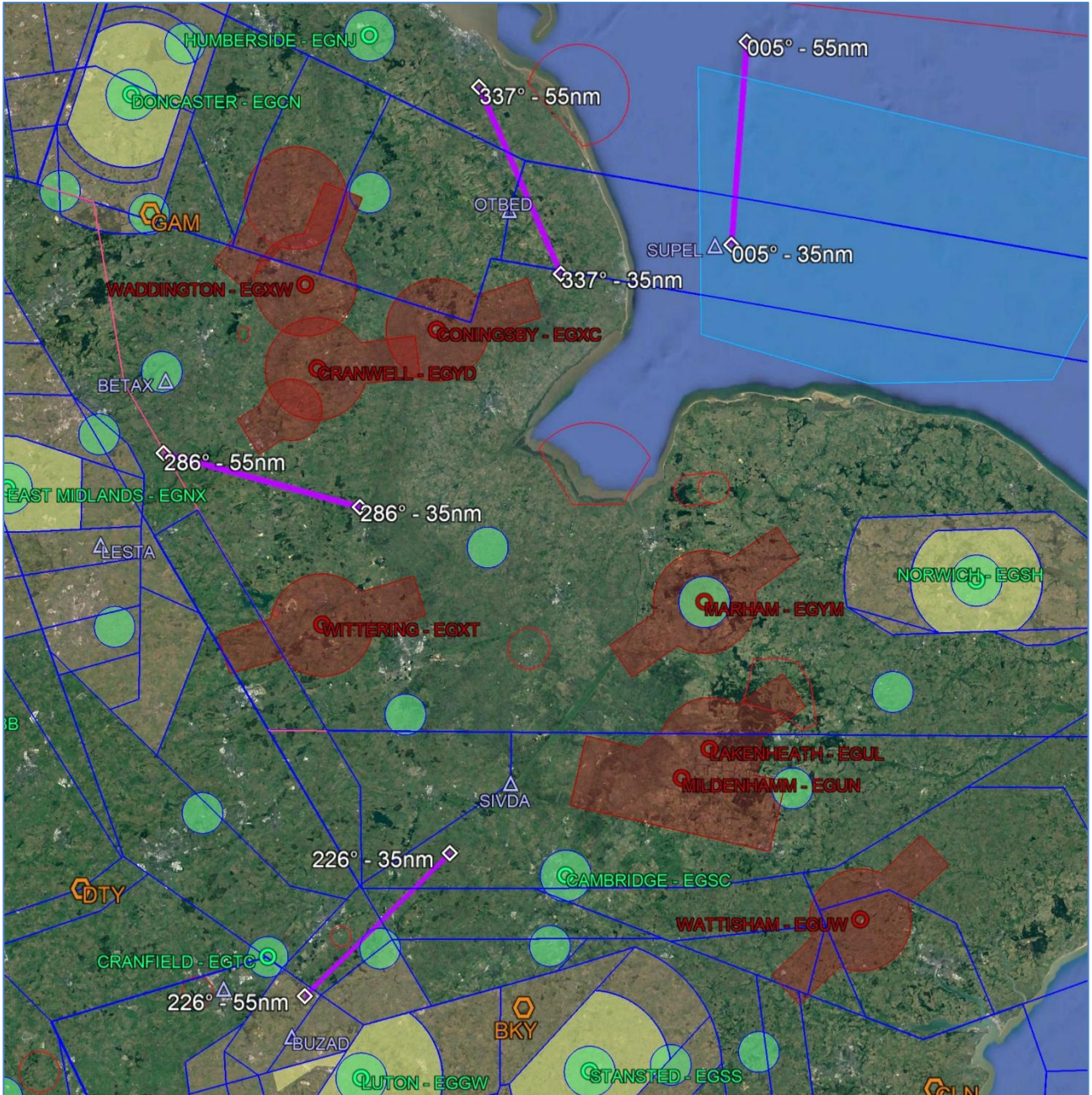


Chart 4

10,000ft & 20,000ft AMSL

65nm to 45nm

