

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-4653	3.0	26/06/2026	19/07/2024

RADAR CALIBRATION MIDDLE WALLOP PSR (THALES)

NDS

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

02 Jul 26 – 02 Jul 27

Times (ALL TIMES UTC)23:00 – 05:00 (22:00 – 04:00)¹**Vertical Limits:**

8,000ft – 22,000ft AMSL

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: B200

Callsign: CLBxxx

NDS Approved:

Yes – Subject to the conditions in Section 2

Event Sponsor(s):

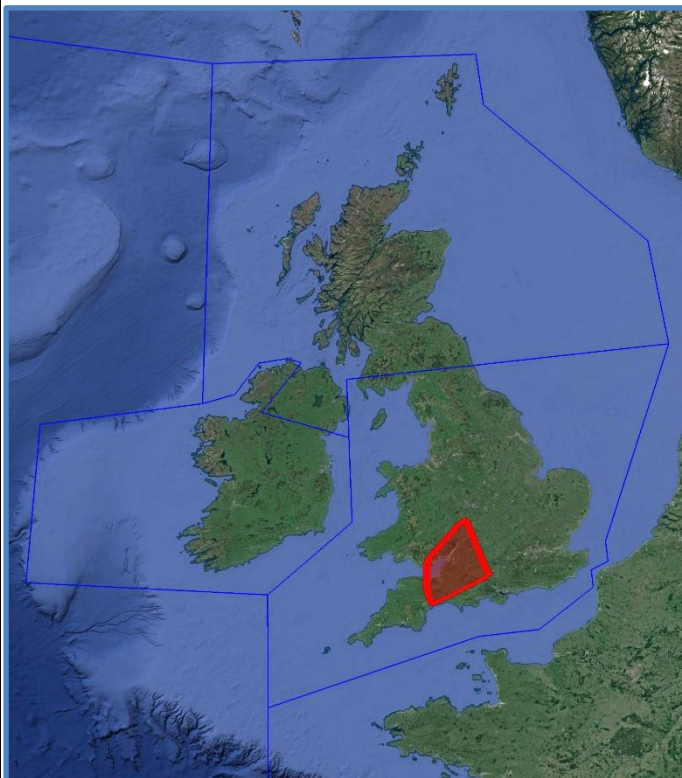
Thales Flight Inspection Service
Hangar 3
Teesside International Airport
Darlington
DL2 1NL
01325 335346

Aircraft Operator(s):

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

**ATS Units/
Controlling Agencies:**

Birmingham	0121 767 1210
Boscombe Down	01980 663246
Bristol	01275 473714
Brize Norton	01993 897878
Cardiff	01446 712562
Middle Wallop	01264 784380
Swanwick ACC – LAS AC WAS	01489 612420
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 445560
Yeovilton	01935 455243

*Info: Bournemouth, Exeter, Swanwick LTC***Geographical Limits:****Airspace Reservations:**

EG D122 (All)	Wessex	01980 663246
EG D123	Imber	01980 674710
EG D124	Lavington	01980 674710
EG D125	Larkhill	01980 674710
EG D126	Bulford	01980 674710
EG D127	Porton	01980 663246
EG D128	Everleigh	01980 674710
AARA10E	-	01489 612495
NGSA	Area 4 - Wales	-
PARA	Boscombe Down	01980 663051
PARA	Middle Wallop	01264 784848
PARA	Old Sarum	01722 567863
PARA	South Cerney	01285-868259
TRA 002	-	01489 612495

Departure/Destination Aerodrome(s)

EGNV

ACN Issued by:

AU8

¹ See Para 19 for a day time exception.

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)
Email: 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 Primary Search Radar (PSR) at the Army Air Corps (AAC) airfield at Middle Wallop. The radar is located within the aerodrome boundary.

16. **This ACN replaces ACN 2022-02-0197.**

17. **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.

18. The controlling authority is responsible for informing adjacent ATS providers of the details of the flight check, subject to the radial to be flown.

19. **TC Midlands.** Swanwick ACC – GS West is requested to notify GS Midlands should a radial be chosen that would penetrate TC Mids airspace. The controlling authority at the time is then responsible for coordinating with the appropriate TC Mids controller.

20. **Times.** This calibration is routinely a night task. However, the sponsor may request a daytime check, but only for radials between 248° and 272° and only with prior agreement with Swanwick ACC (GS West) and Swanwick Mil (West).

21. **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.

22. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value² 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. 8,000ft
- b. 15,000ft
- c. 16,000ft
- d. 22,000ft
- e. Other levels between 8,000ft and 22,000ft may be requested by the calibrator, but are subject to prior agreement with ATC.

23. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary. Radials will be chosen from the following options:

- a. Radials between 248°T and 292°T
- b. Radials between 338°T and 343°T

24. The aircraft is required to conduct six runs at each level, operating between 30nm and 70nm from the radar head. The final run (at 22,000ft), will continue to the radar overhead.

² D' Values are corrected from ICAN standard atmosphere to actual conditions. This aircraft on inbound leg may be unable to maintain whole Flight Levels

25. **Orbits.** No orbits will be flown for this check.
26. **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.
27. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following units:
- | | |
|-------------------------------|--|
| a. Birmingham | Freq - 123.980 |
| b. Boscombe Down | Freq - 126.705 |
| c. Bristol ³ | Freq - 125.650 |
| d. Brize Norton | Freq - 124.280 |
| e. Cardiff | Freq - 119.155 |
| f. Middle Wallop | Freq - 123.300 ⁴ |
| g. Swanwick Mil – West | Freq - 135.150 ⁵ , 128.700 ⁶ |
| h. Western Radar ⁷ | Freq - 132.300 |
| i. Yeovilton | Freq - 127.355 |
28. 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.
29. **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 |
30. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
31. 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.
32. **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 ENR6-63.*

³ ATS Provision is only available just prior to and initially on leaving CAS for which Bristol has responsibility for.

⁴ NATO Common Frequency - By Arrangement.

⁵ Radials 248° -292°.

⁶ Radials 338° – 343°.

⁷ Up to FL 245 within an active TRA.

33. **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).

34. **Danger Areas (DAs).** Access to any DA is subject to military 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. Activity within the Salisbury Plain Training Area (SPTA) DA complex is routinely conducted during the following times/hours, meaning access may be very restricted:

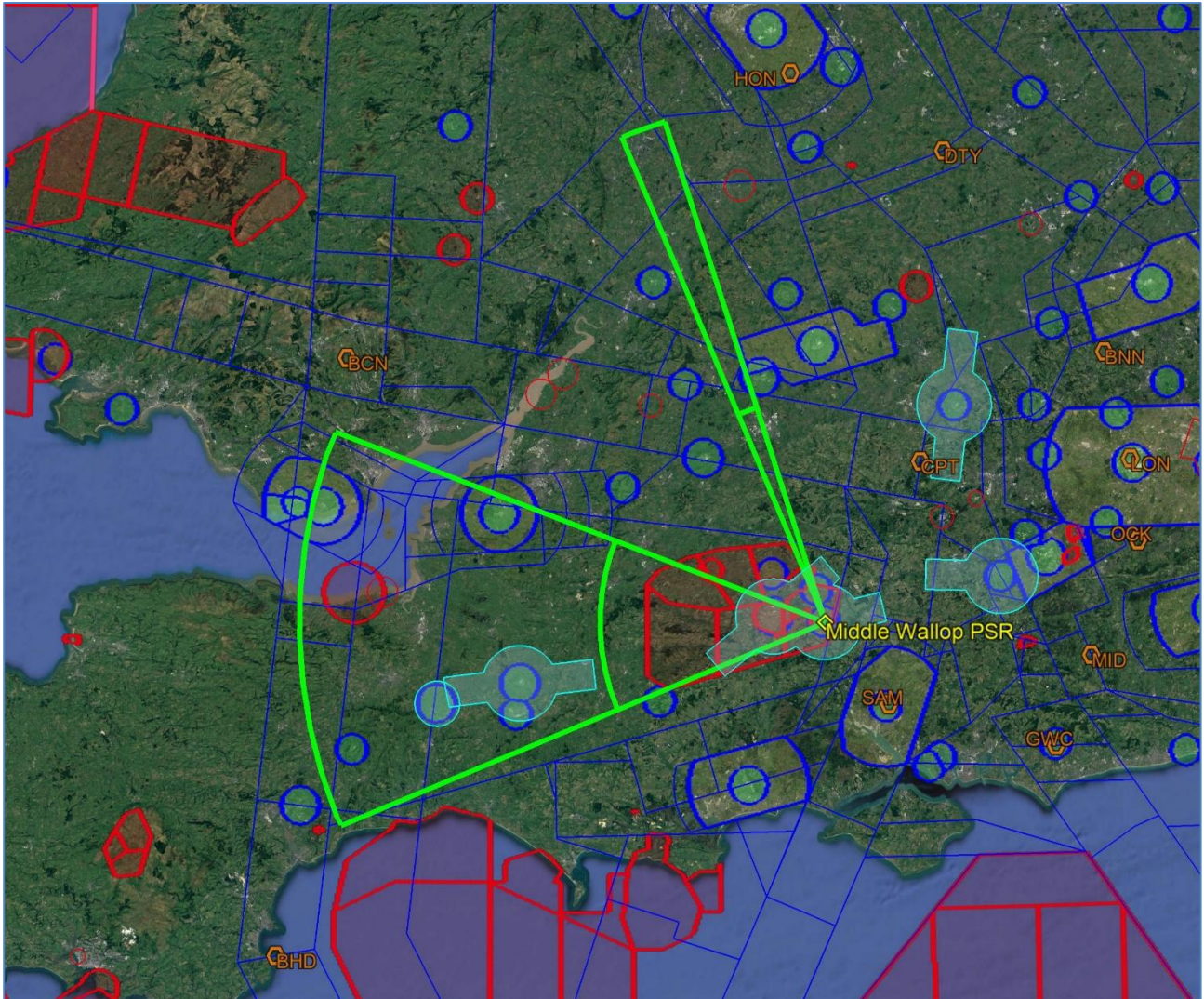
- a. Mon – Thu 08:00 – 23:59
- b. Fri 08:00 – 17:30
- c. Weekends: Please contact SPTA Air Ops if there is a requirement to conduct flights during a weekend as there are periods during the year when live firing takes place on a weekend.

SECTION 3

Area of Operation

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

Chart 1 – Overview



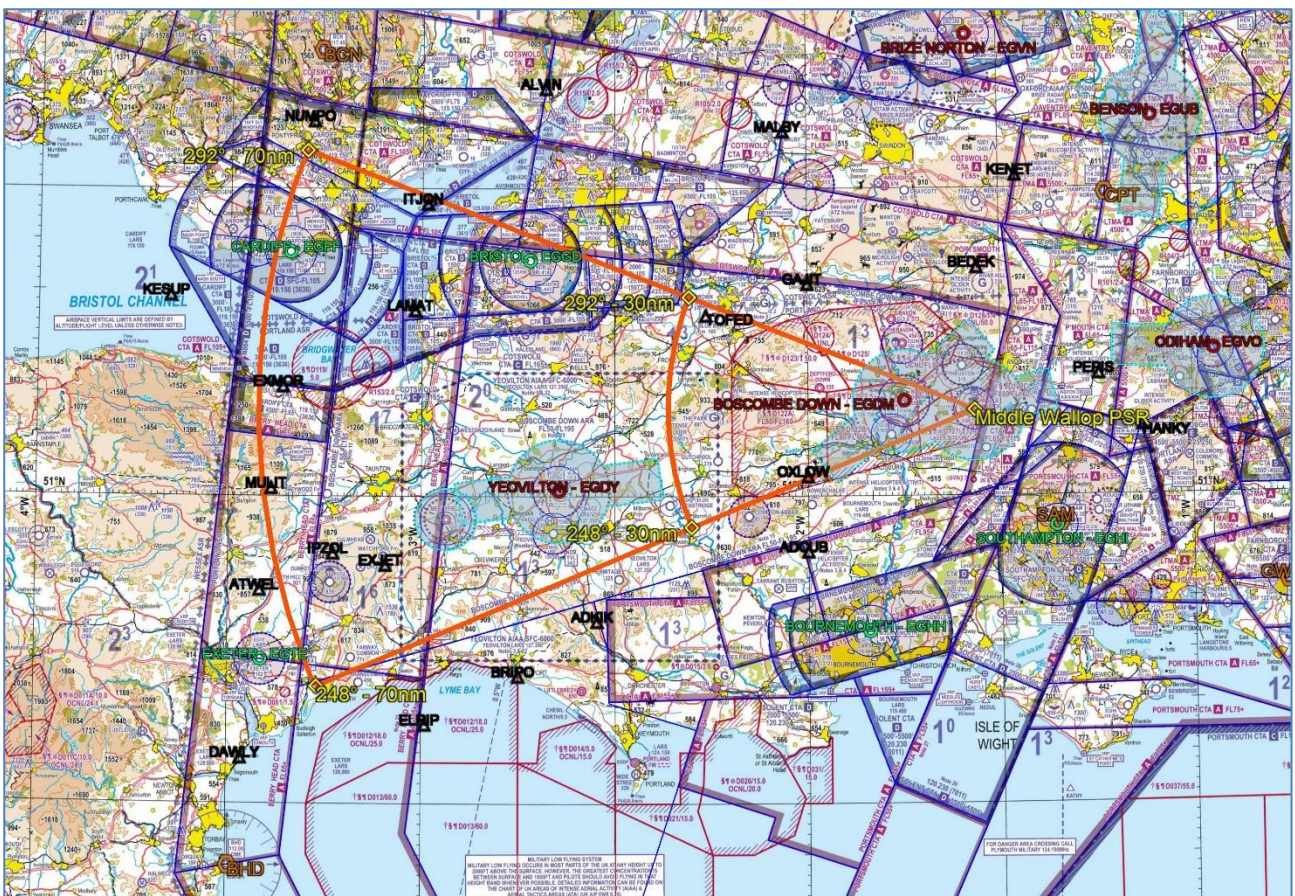
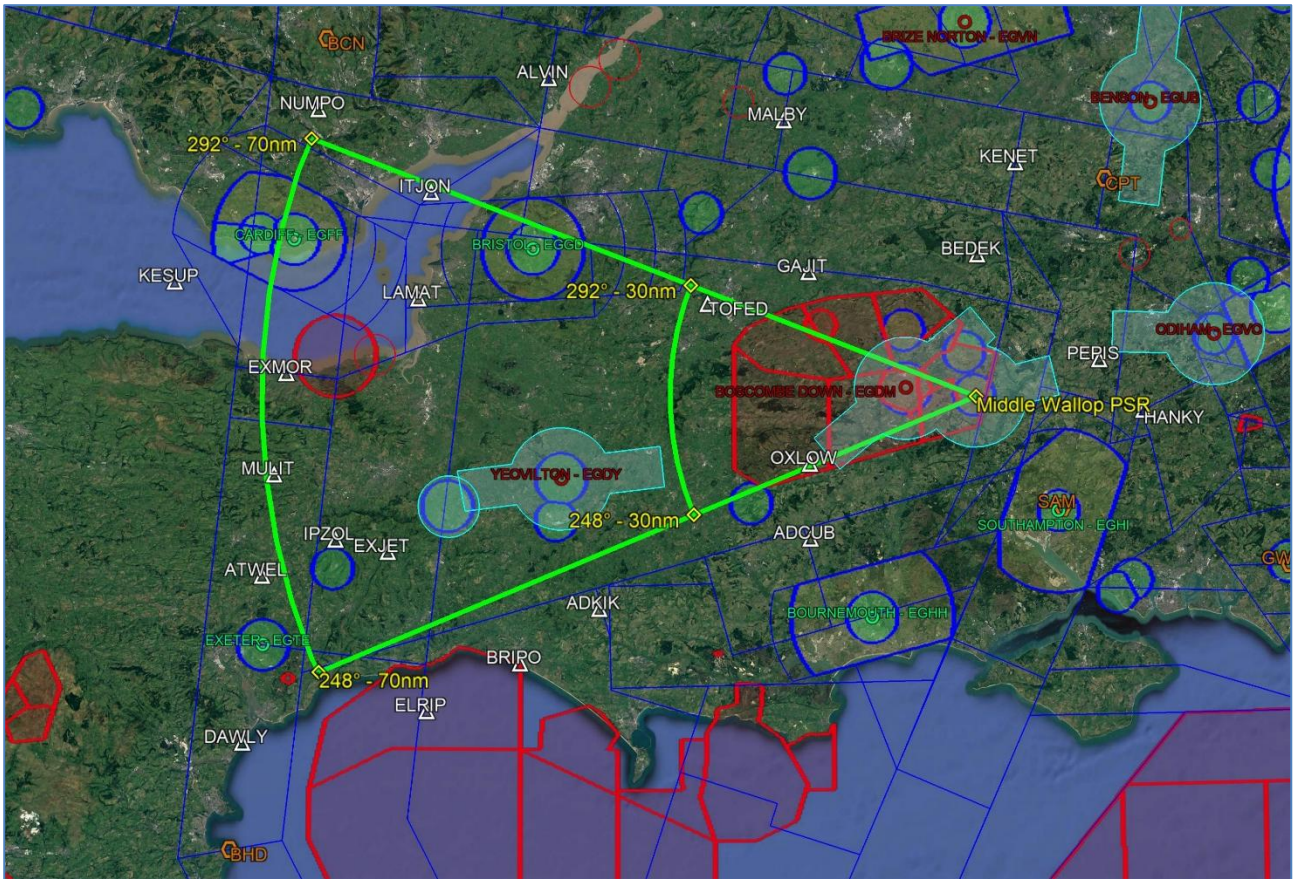


Chart 4 – 338° to 343°

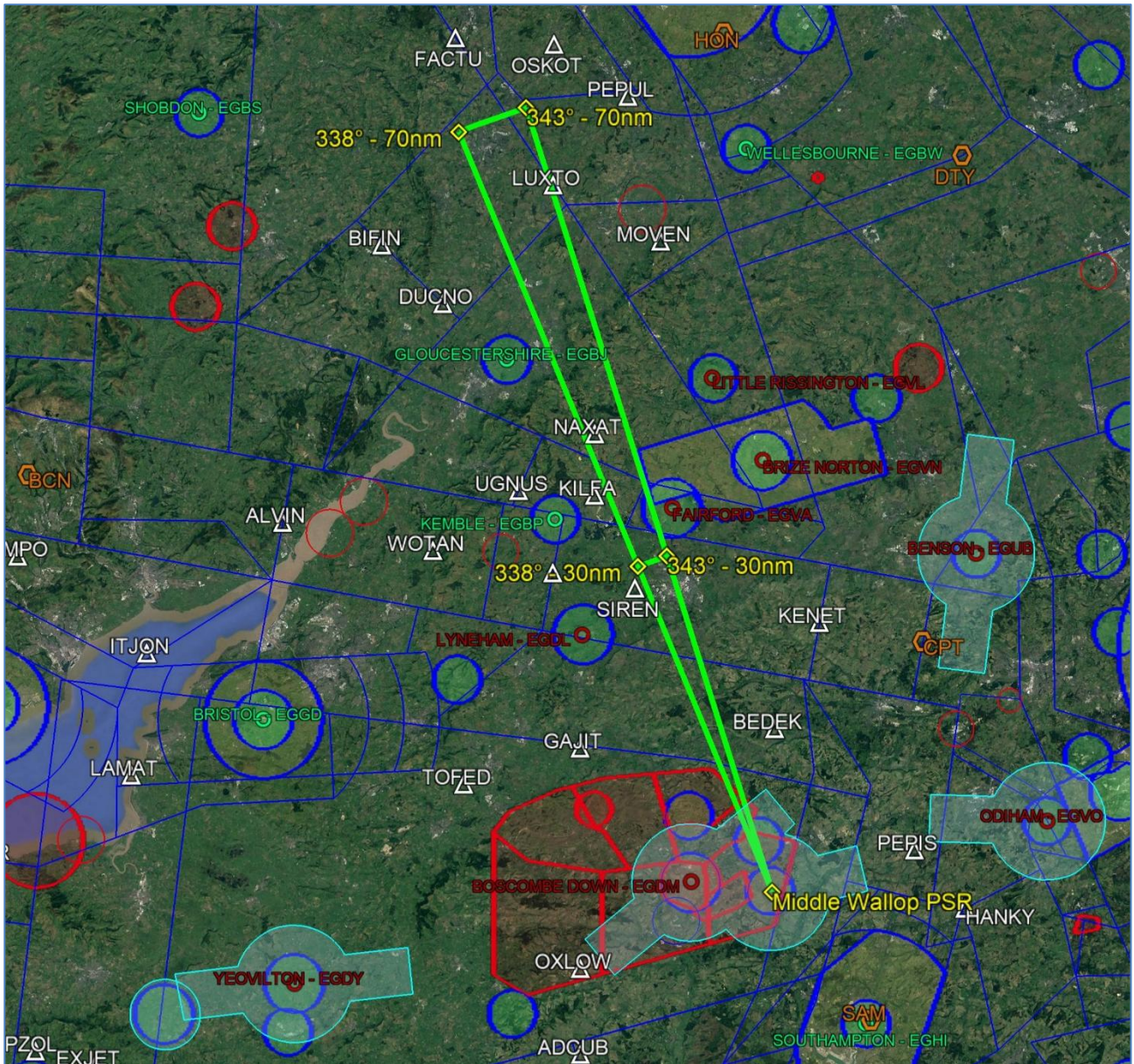


Chart 5 – 338° to 343°

