

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2025-2779	1.0	17/04/2025	17/04/2025

Civil Aviation
Authority

RADAR CALIBRATION NEATISHEAD ADR

NDS

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

Valid until 31 Mar 2026

Times - ALL TIMES UTC¹

22:00 – 05:00 (21:00 - 04:00)

Vertical Limits:FL300 – FL350 **RVN****Allocated Mode 3A (SSR):**

0024

Aircraft Details:

Type: B200

Callsign: CLBxxx

NDS Approved:**Yes – Subject to the conditions in Section 2****Event Sponsor(s):**

Ministry of Defence

Aircraft Operator(s):

Thales (Attn: The Operations Officer)

Flight Inspection Service

Main Terminal Building

Durham Tees Valley Airport

Darlington

DL2 1LU

01325 335346

ATS Units/**Controlling Agencies:**

CRC Boulmer – FA

01665 572313

Swanwick Mil (78 Sqn) – East

01489 612408

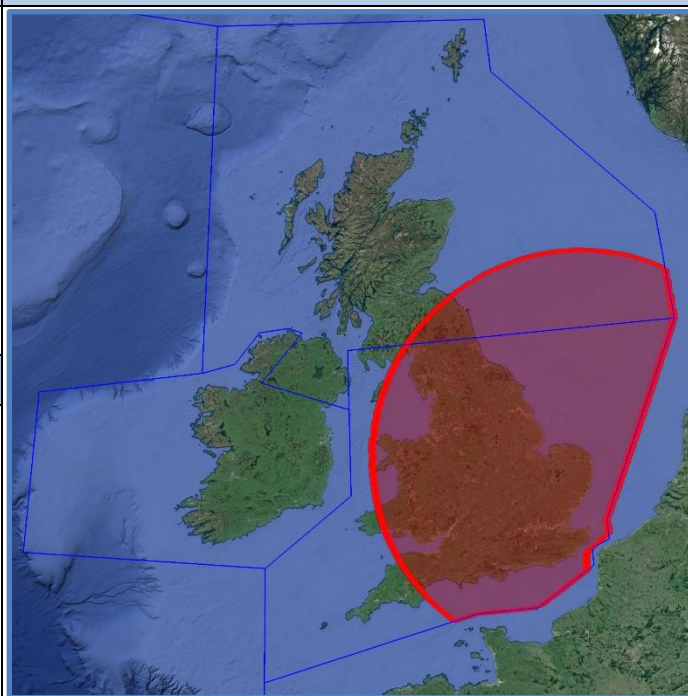
Swanwick Mil (78 Sqn) – North

01489 612943

Swanwick Mil (78 Sqn) – West

01489 612417

Info: Prestwick ACC, Swanwick ACC

Geographical Limits:**Airspace Reservations:**

The airspace assessment has been conducted against reservations that impact the three declared radials² only.

EG D201

Aberporth

01239 813219

H, J

EG D406A

Eskmeals

01229 712245

Departure/Destination Aerodrome(s)

EGNV

ACN Issued by:

AU7

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 Radials include a 5nm buffer either side of the track.

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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN Replaces ACN-2023-1518

16. This ACN details the flight profiles required to conduct the initial commissioning and subsequent routine calibrations of the Neatishead Air Defence Radar (ADR). The radar is located within the former grounds of RAF Neatishead at [524251N 0012814E](#).

17. **This ACN and any associated flight priority is only valid for flight within the London and Scottish UIRs, excluding any airspace where the UK has delegated Air Traffic Service (ATS) provision to an external³ Air Navigation Service Provider. Should the sponsor require flight within an adjacent FIR, they are to contact the appropriate national regulator of that State directly prior to undertaking any calibration activity.**

18. **Additionally, as this is a calibration for a UK Military radar, flight within the territorial airspace of France⁴ prohibited, unless prior authorisation from the French Government is obtained.**

19. **Notification.** Notwithstanding the OOH requirements for Swanwick Military (listed in below), the sponsor is to notify the agencies listed on page one of this ACN at least five working days prior to the planned calibration taking place. 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.

20. For flights 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.

21. The designated controlling authority is responsible for coordinating with Prestwick ACC or Swanwick ACC as appropriate.

22. **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. In between runs the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*), and attracts no priority.

23. Should the radar certification period approach its expiration, defined as within 30 days before being declared as OOS, (including any extensions) and where the flight has not been possible due to airspace restrictions or aircraft unserviceability, the sponsor is to apply to the CAA for an increase in priority. Any such application should include evidence to support the request.

24. **Operating Hours.** This calibration is planned to take place between the hours specified on page one of this ACN, however subject to airspace and controller availability, the sponsor may request that the check starts earlier in the evening.

25. **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.

26. **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. **The aircraft is able to operate non-segregated.**

³ External to the UK.

⁴ A portion of French territorial airspace sits inside the London FIR/UIR. This area is between ALESO and VABIK and extends approximately halfway across the English Channel / La Manche.

27. **Radials.** The radial required will be notified on the day⁵, however is expected to be one of the following:

- a. Primary Radial 300°T
- b. Secondary Radial 270°T
- c. Tertiary Radial 245°T

28. **Profiles.** The following profiles shall be flown in level flight. The maximum range from the sensor is 230nm.

- a. 230nm – 150nm Minimum of 10 runs
- b. 150nm – 8nm Minimum of 4 runs
- c. 8nm – 150nm Minimum of 4 runs

29. The exact number of runs required will depend on the results obtained.

30. **Level.** The calibration will need to be flown in reference to an altitude taking in to account the antenna elevation. The preferred altitude is 33,000ft AMSL (not including the antenna). For ATC purposes the aircraft will need to be flown in reference to a Flight Level, which may necessitate operating in a Flight Level block.

31. The pilot shall inform ATC of the proposed altitude or levels required prior to departure.

32. **RVSM Status.** The calibration aircraft is **NOT APPROVED** for RVSM.

⁵ It is anticipated using one of the three listed radials however, to maintain the aircraft Radar Cross Section, a radial outside of this segment may be requested on the day. It should be noted that the airspace assessment has been conducted against the three stated radials and ATC should ensure that they are content with any other proposed radial prior to the aircraft departing.

SECTION 3

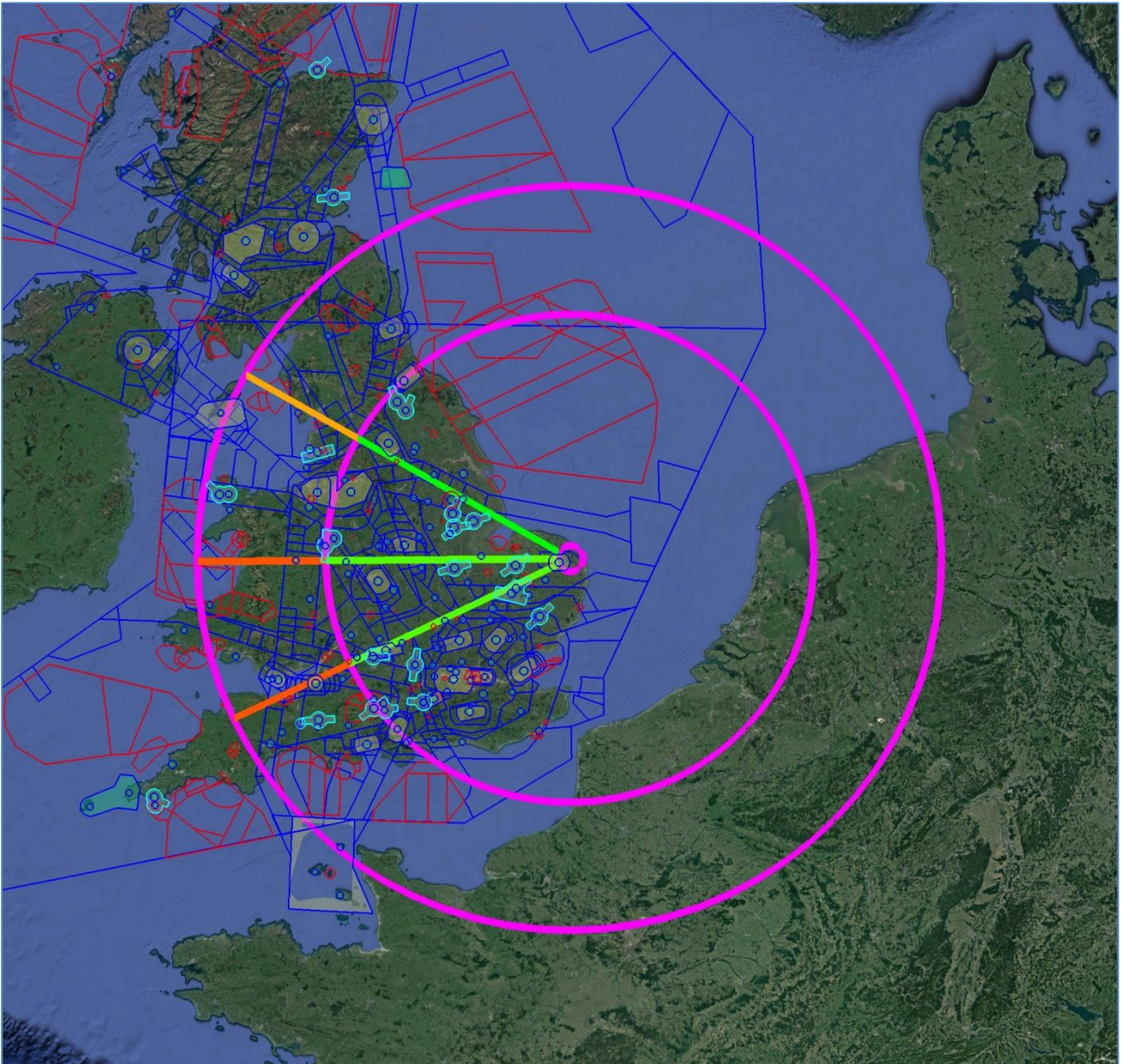
Area of Operation

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

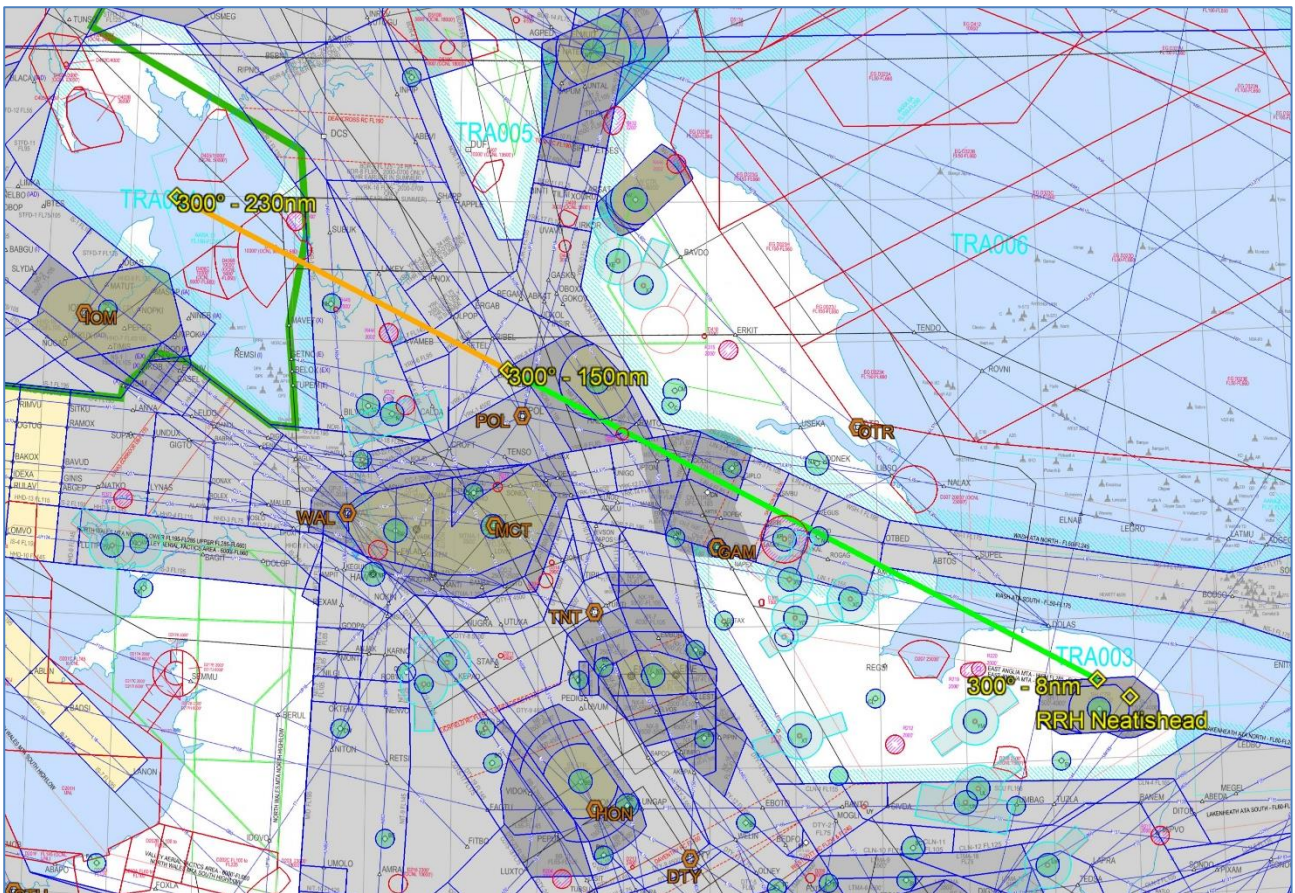
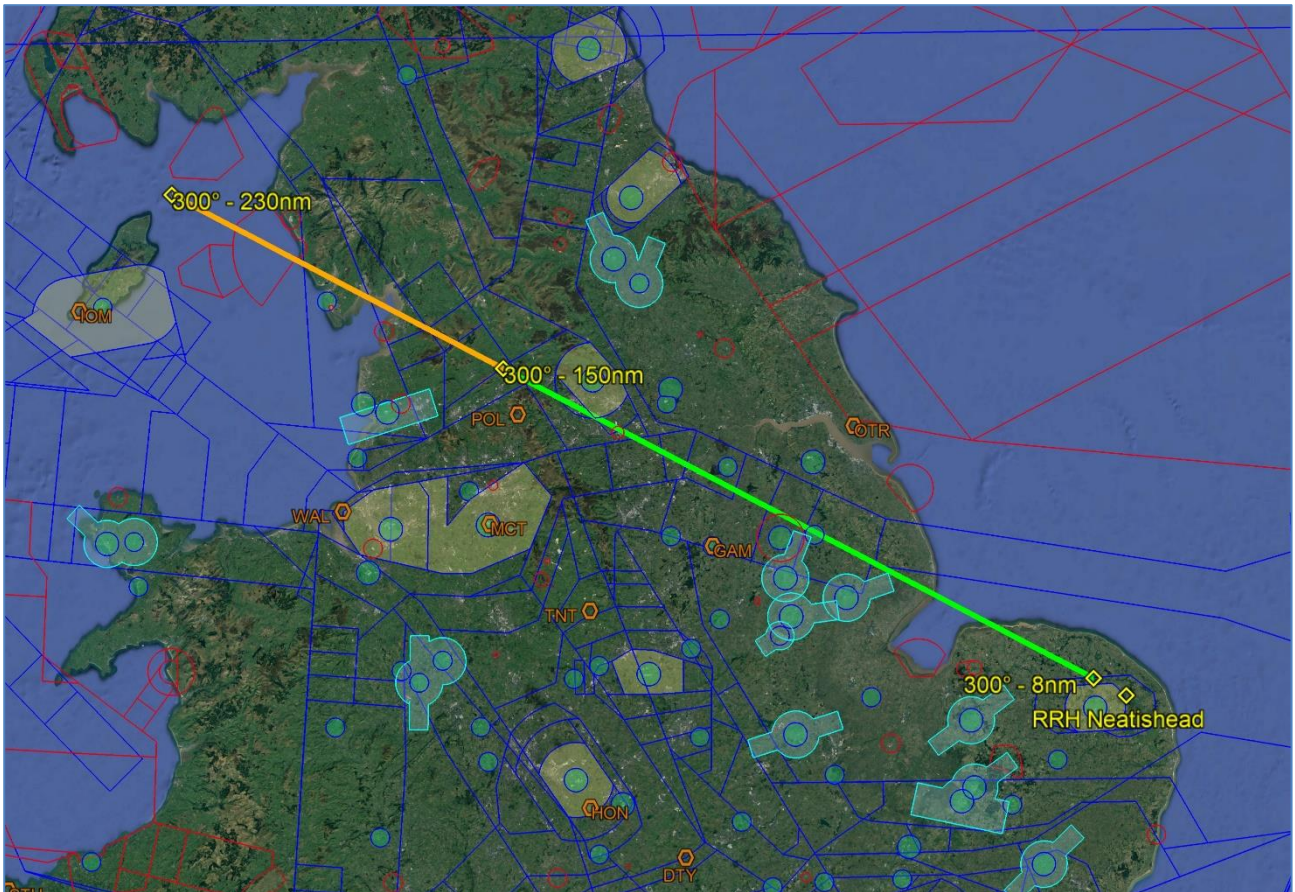
Chart 1 – Overview

This chart shows the three nominated radials, but also the potential extent should any other radial be chosen.

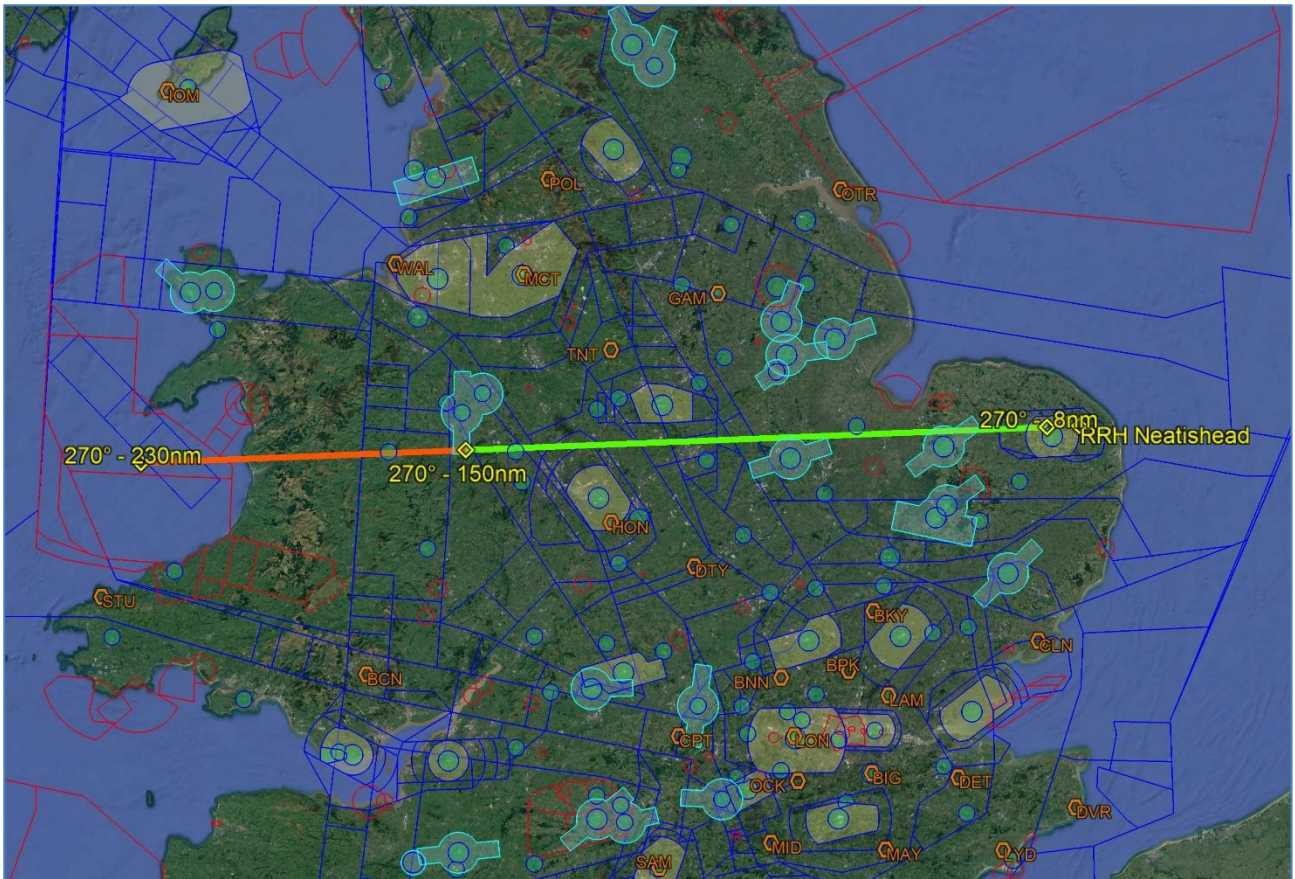
Range rings are displayed at 230nm, 150nm and 8nm from the sensor.



Charts 2 & 3 – 300° Radial



Charts 4 & 5 – 270° Radial



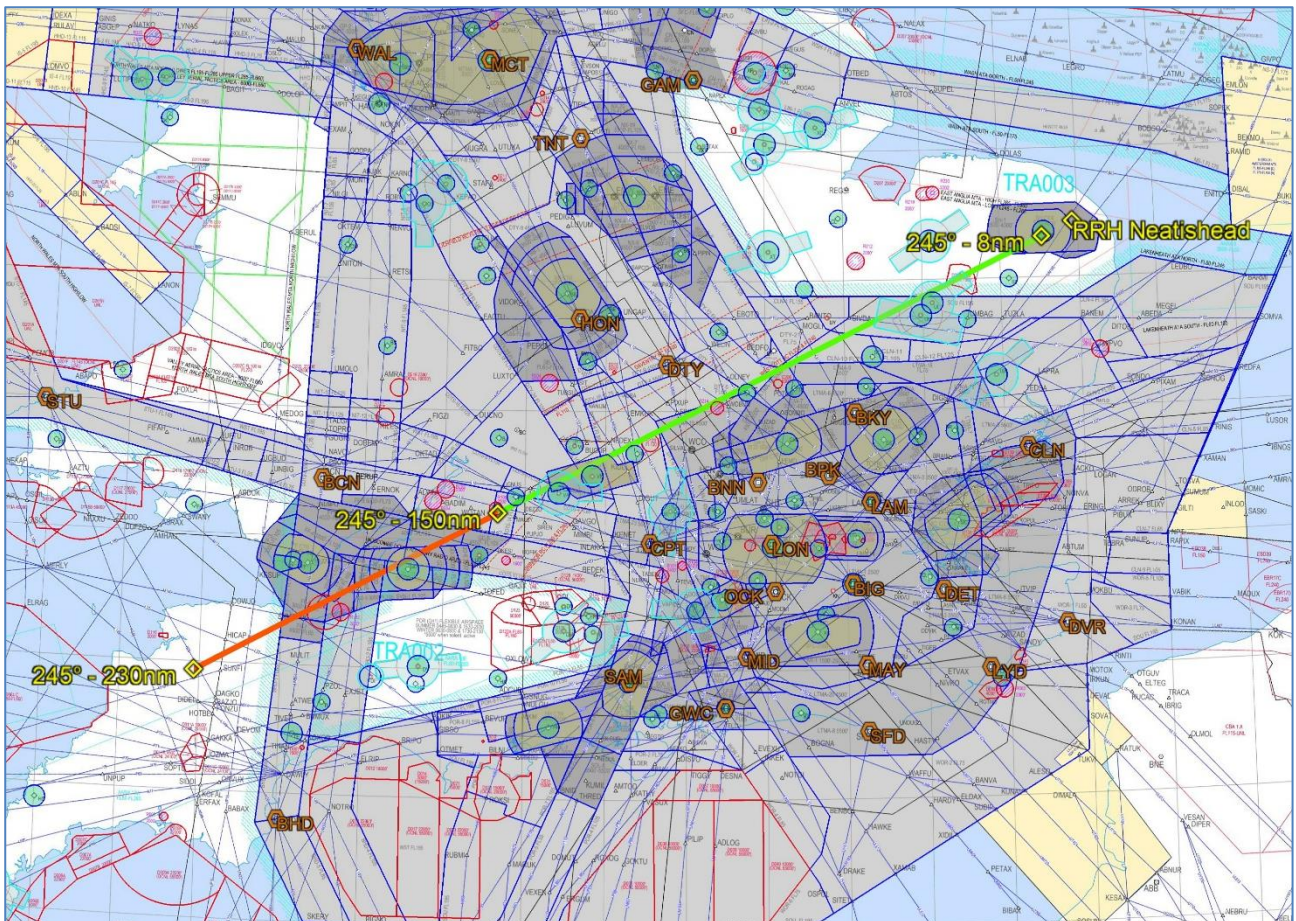


Chart 8 – London FIR/UIR Boundary vs French Territorial Airspace/Waters

French territorial airspace is shown in red

