	OFFICIA	L - Public. This information has b	een cleared for unrestricted distribution.			
AIRSPACE CO-ORDINATION NOTICE						
Safety and Airspa	ice Regula	tion Group				
ACN Reference:	Version:	Date:	Date of Original			
AR-2025-2656	1.0	07/05/2025	30/04/2025	Civil Aviation Authority		
		YEOVILTO	ON RADAR			
Flight Check (Thales)						
NDS						
Subject to NOTAM: No						
Date(s) of activity/			Times (ALL TIMES UTC)			
07 May – 30 Nov 25			0800 – 0500Z			
Vertical Limits:			Allocated Mode 3A (SSR):			
5000ft - 22,000ft plu converted to a Flight		alue correction then	0024			
Aircraft Details:			NDS Approved:			
Type: B200 Callsign: CLB <i>xxx</i>			Yes – Subject to the conditions in Section 2			
Event Sponsor(s):			Aircraft Operator(s):			
The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346			The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346			
ATS Units/ Controlling Agencies:			Geographical Limits:			
Bristol Exeter Plymouth Military Swanwick (West) Yeovilton		01275 473714 01392 354918 01752 557808 01489 612417 01935 455243				
Airspace Reservat	ions:					
D003, D009A, D014, D021, D023 – FOST Duty Ops – 01752 557550 D218 – Fairford – 01489 612495						
Departure/Destination Aerodrome(s)			ACN Issued by:			
-			AU7			
EGNV, EGDY						

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 <u>http://www.nats-uk.ead-it.com</u>

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: <u>AROps@caa.co.uk</u> Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials required to conduct a calibration of the Yeovilton Watchman radar.

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.

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. Outside CAS, the flight is CAT Z, however Air Traffic Service (ATS) providers are requested to try and afford the flight a non-deviating track where possible.

19. **Profile.** Radial chosen will depend on wind direction and speed on the day. Preferred radials: a single radial between 172°-226° (0800-1900Z) or 335°-015° (2300-0500Z), however; to maintain the aircraft Radar Cross Section a radial outside of this segment may be requested on the day. Maximum radial range is 66nm. Heights (converted to D Values on the day), ranges & number of runs (all ranges from Yeovilton):

Description	<u>Altitude/FL</u>
56 – 36nm x 4, 56nm-radar overhead x 2	5000ft
56 – 36nm x 4, 56nm-radar overhead x 2	8000ft
66 – 44nm x 4, 66nm-radar overhead x 2	15,000ft
66 – 50nm x 4, 66nm-radar overhead x 2	22,000ft

20. **RVSM Status.** The calibrator is Negative RVSM (**RVN**) for the duration of the activity

21. **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.

22. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following units:

a.	Yeovilton	Freq – 127.355
b.	Exeter	Freq – 128.980
C.	Plymouth Mil East	Freq – 124.150
d.	Plymouth Mil West	Freq – 121.255

23. 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.

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, 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. EGTTZFZC Western Radar

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

27. **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.*

28. **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).

29. **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

30. A chart highlighting the area of operation is shown below. This is for illustrative purposes only and not for operational planning.







