AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

UK Civil Aviation Authority

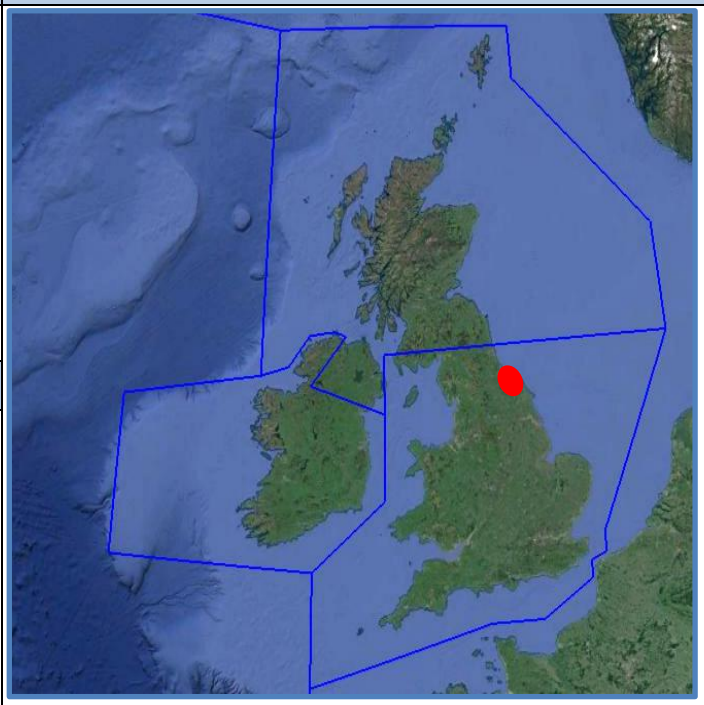
ACN Reference:	Version:	Date:	Date of Original
AR-2025-3537	2.0	15/09/2026	13/05/2025

Topcliffe Deployed Radar Commissioning Flight Check

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times - ALL TIMES UTC[1]
19 May 25 – 31 Dec 27	0800-1800z
Vertical Limits:	**Allocated Mode 3A (SSR):**
1500ft - 30,000ft plus/minus D Value correction then converted to a Flight Level.	0024
Aircraft Details:	**NDS Approved:**
Type: B200 Callsign: CLB xxx	Yes – See Section 2 – note Negative RVSM
Event Sponsor(s):	**Aircraft Operator(s):**
The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346 Anthony.TYRER@uk.thalesgroup.com	The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346

ATS Units/ Controlling Agencies:		Geographical Limits:
Prestwick ACC	01294 655300	
Swanwick Mil East	01489 612408	
Teesside	01325 331020	
Leeming	01677 457210	
Humberside	01652 682022	
Airspace Reservations:		
Nil		
Departure/Destination Aerodrome(s)		**ACN Issued by:**
EGNV		AU8

[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.*

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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials required to conduct a commissioning flight check of the Deployed Radar at Topcliffe.

16. This ACN replaces ACN 2023-12-0024.

17. **The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.**

18. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 4 hours prior to departure to provide final details, agree a start time and confirm availability of an ATS.

19. **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*). Outside CAS and in between runs, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers) and attracts no priority. 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.

20. **Preferred Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary. Maximum radial range is 60nm. Radials will be chosen from the following ranges:

a. Primary Radials - 078° and 110°.

b. Secondary Radials 063° and 135°.

21. **Levels.** The aircraft will be required to operate at the following vertical altitudes & heights. The D Value[2] 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:

22. Commissioning Flight Check – All ranges from the Topcliffe ARP, all radar overhead +10nm means the aircraft starts/ends the serials to the West of Topcliffe:

a. 30,000ft, 60nm-radar overhead +10nm x3

b. 30,000ft, Radar overhead +10nm – 60nm x3

c. 30,000ft, 60-47nm x12

d. 30,000ft, 47-60nm x12

e. 20,000ft, 60-47nm x18

f. 20,000ft, 47-60nm x12

g. 10,000ft, 60nm-radar overhead +10nm x3

h. 10,000ft, Radar overhead +10nm – 60nm x3

i. 10,000ft, 60-47nm x12

j. 10,000ft, 47-60nm x6

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

k. 5,000ft, 60nm-radar overhead +10nm x3

l. 5,000ft, Radar overhead +10nm – 60nm x3

m. 5,000ft, 60-47nm x12

n. 5,000ft, 47-60nm x12

o. 5,000ft, 60-30nm x12.

p. 3,000ft, 60-47nm x 12

q. 3,000ft, 47-60nm x12

r. 3,000ft, 60-30nm x12

s. 1,500ft, 60-30nm x24

t. 1,500ft, 30-60nm x12

23. **Orbits.** 5,000ft orbit at 25nm x3 maximum.

24. **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.

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

a.	Swanwick Mil East	On Request
b.	Leeming	133.380 MHz
c.	Teesside	118.855 MHz

26. Availability of an ATS 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.

27. **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

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

29. 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.

30. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

31. **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.

32. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, 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.*

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).

SECTION 3

Area of Operation

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

Chart 1 – Topcliffe 063

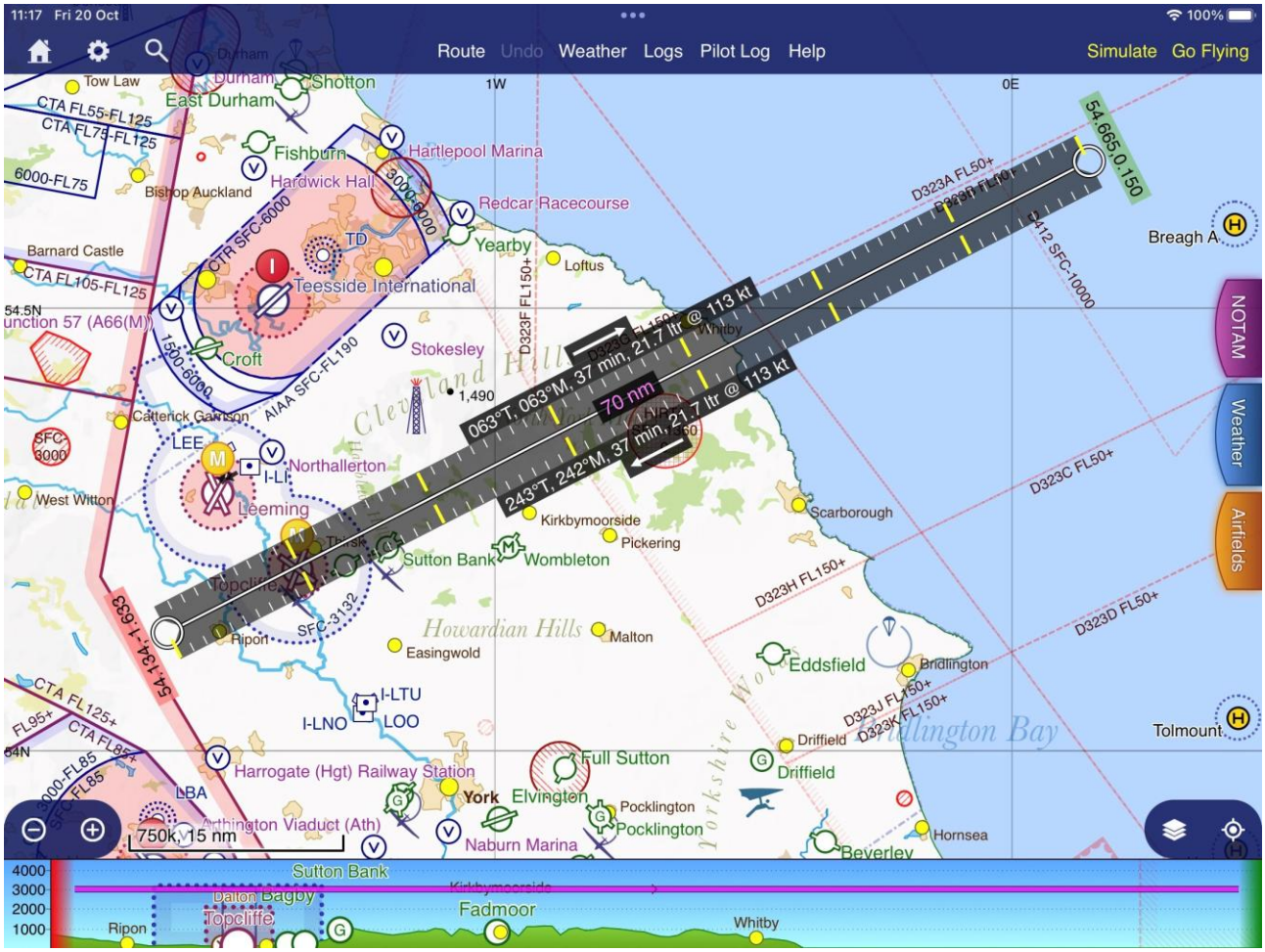


Chart 2 – Topcliffe 078

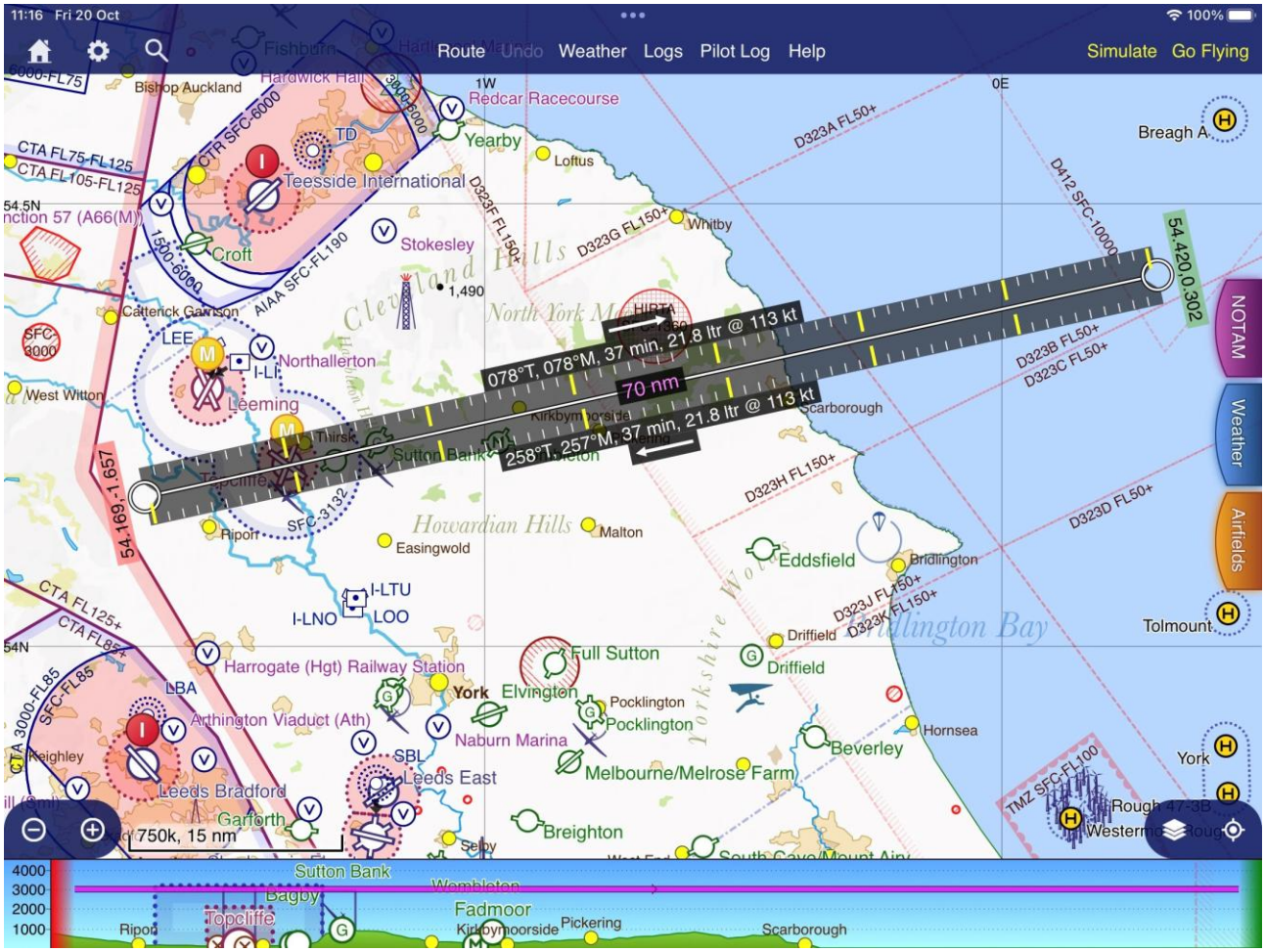


Chart 3 – Topcliffe 110

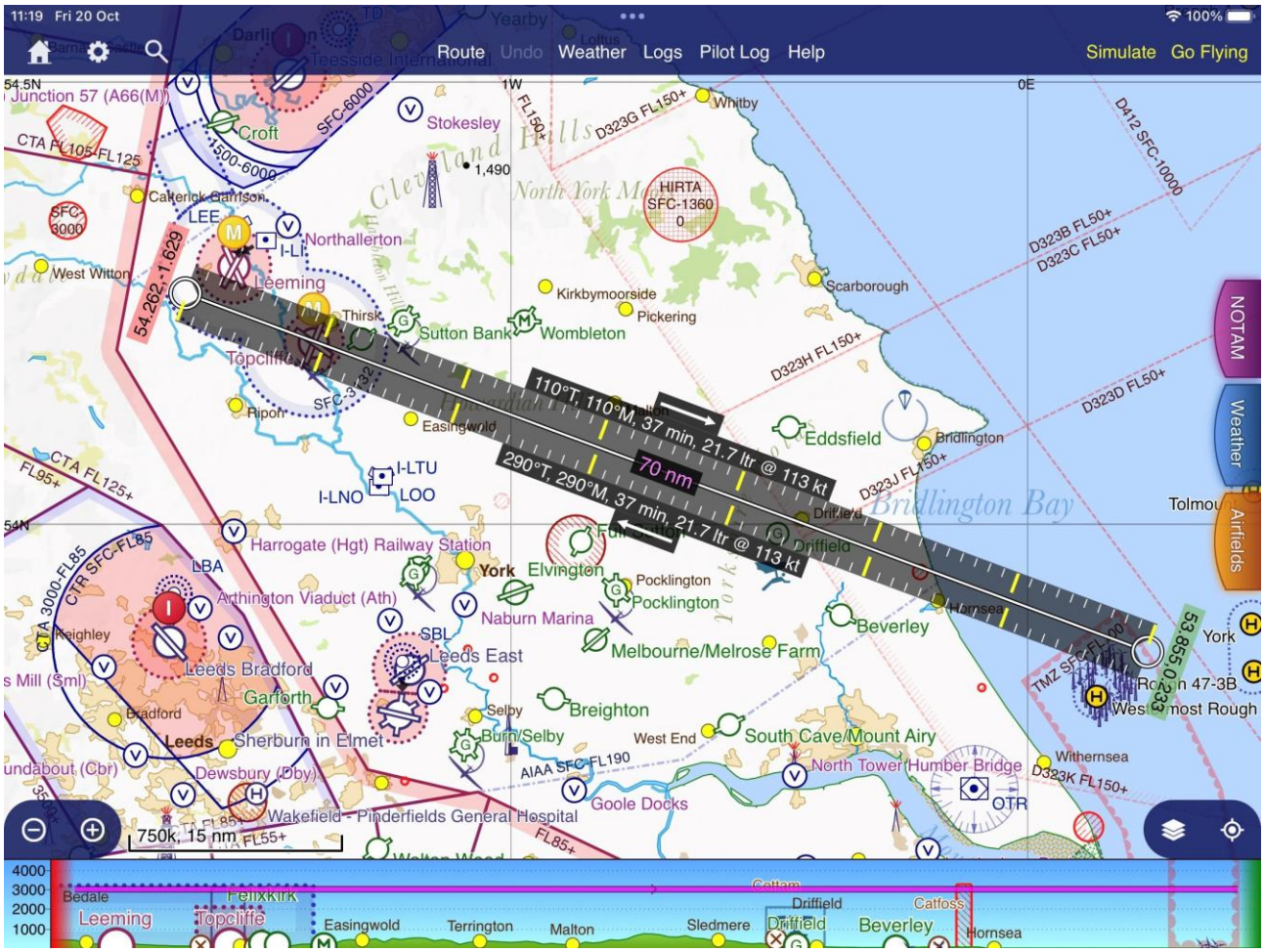


Chart 4 – Topcliffe 135

