

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-654	1.0	26/03/2026	26/03/2026
<b>NAVAID CALIBRATION YEOVILTON RADAR (THALES)</b>			
<b>NDS</b>			
<b>Subject to NOTAM: No</b>			
<b>Date(s) of activity/Validity:</b>		<b>Times (ALL TIMES UTC)</b>	
15 Apr 26 – 30 Nov 27		0800 – 0500Z	
<b>Vertical Limits:</b>		<b>Allocated Mode 3A (SSR):</b>	
5000ft - 22,000ft plus/minus D Value correction then converted to a Flight Level.		0024	
<b>Aircraft Details:</b>		<b>NDS Approved:</b>	
Type: B200 Callsign: CLBxxx	Yes – <i>Subject to the conditions in Section 2</i>		
<b>Event Sponsor(s):</b>		<b>Aircraft Operator(s):</b>	
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	
<b>ATS Units/ Controlling Agencies:</b>		<b>Geographical Limits:</b>	
Bristol 01275 473714 Exeter 01392 354918 Plymouth Military 01752 557808 Swanwick (West) 01489 612417 Yeovilton 01935 455243			
<b>Airspace Reservations:</b>			
D003, D009A, D014, D021, D023 – FOST Duty Ops – 01752 557550 D218 – Fairford – 01489 612495			
<b>Departure/Destination Aerodrome(s)</b>		<b>ACN Issued by:</b>	
EGNV, EGDY		AU7	

## 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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880



25. **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

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

27. 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.

28. **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.*

29. **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).

30. **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

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

Chart 1 – Orbit and radial





