

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-5343	1.0	29/07/2026	29/07/2026

Civil Aviation
Authority

RADAR CALIBRATION BERRY HILL PSR/SSR

NDS

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

3rd August 2026 – 23rd August 2028

Times (ALL TIMES UTC)

0800-2000

Vertical Limits:

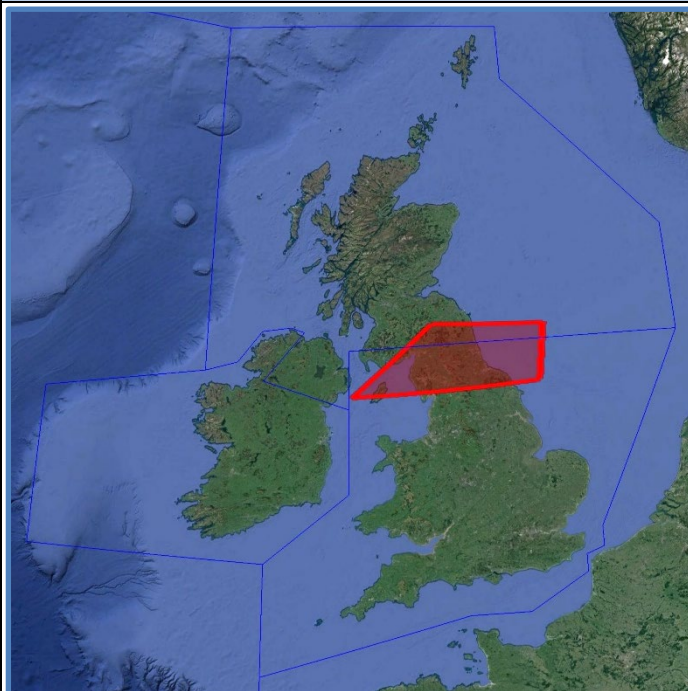
5,000ft – 20,000ft Berry Hill QNH (converted to a FL)

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
 Attn: John Hogan
 Durham Tees Valley Airport
 Darlington
 Co Durham
 DL2 1LU
 01325 331083
 Anthony.tyrer@uk.thalesgroup.com
Aircraft Operator(s):
 Thales Flight Inspection Service
 Attn: The Operations Officer
 Durham Tees Valley Airport
 Darlington
 DL2 1LU
 01325 331083
**ATS Units/
Controlling Agencies:**

Isle of Man	01624 827548
Newcastle	0191 214 8130
Prestwick ACC	01294 655300
Spadeadam	01697 749485
Teesside	01325 331020
Swanwick Mil (78 Sqn) – North	01489 612943
Swanwick Mil (78 Sqn) – West	01489 612417
Swanwick Mil (78 Sqn) – East	01489 612408
CRC Boulmer (19 Sqn)	01665 572313

*For info: Swanwick ACC***Geographical Limits:****Airspace Reservations:**

EGD323	Southern Complex	01489 612495
EGD405	Kirkcudbright	01412 248520
EGD510	Spadeadam	01697 749486
EGD512	Otterburn	01912 394261
EGD513	Druridge Bay	01489 612495
EGD514	Combat Airspace	01489 612495
PJE	Peterlee	0191 517 1234

Departure/Destination Aerodrome(s)

EGNV

ACN Issued by:

AU3

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(Mil), Swanwick Mil (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) – AU3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials and requirements to complete a calibration of both the Berry Hill Primary Search Radar (PSR) and Secondary Surveillance Radar (SSR). The radars are located within EGD510C Spadeadam at position: 550301N 0023313W.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours 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 and availability of an ATS.

17. For operations after 18:00 (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.

18. **Priority.** This flight has been granted Non-Deviating Status (NDS), (CAP 493 – Section 1, Ch4, Para 17 refers), subject to the following caveats:

a. NDS applies whilst the aircraft is established on a measured run and within Controlled Airspace (CAS) or the Danger Area. In Class G, ATS providers are requested to facilitate a non-deviating path where possible.

b. At all other times, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers,) and attracts no priority over standard traffic. 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.

19. **Levels.** The aircraft will be required to operate at the following altitudes & heights. The D Value 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. The sponsor is responsible for this conversion and confirm the exact requirement with the controlling agency prior to each run.:

a. 20,000ft AMSL (Berry Hill QNH)

b. 10,000ft AMSL (Berry Hill QNH)

c. 5,000ft AMSL (Berry Hill QNH)

20. **Radials.** The radials required by the aircraft are subject to wind speed and direction and may vary between subsequent days. Whilst the sponsor may request any of the radials below, it is expected that the Primary radial will be the one to be used:

a. Primary Radial: 078°T

b. Secondary Radials: 111°T or 242°T

21. **Serials.** The number of runs will vary dependent on the success other profiles. The radial ranges are subject to technical requirements, but the following will be required:

a. 5000ft - 100nm to Radar Overhead 3x inbound & 3x outbound.

b. 10000ft - 113nm to Radar Overhead 6x inbound and 3x outbound.

c. 20000ft - 113nm to Radar Overhead 3x inbound & 3x outbound.

22. **Air Traffic Service (ATS) Provision – Inside 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.

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

- | | |
|----------------|-------------|
| a. Isle of Man | Ch 135.905 |
| b. Newcastle | Ch 124.380 |
| c. Spadeadam | 128.725 MHz |
| d. Teesside | Ch 118.855 |
| e. Warton | 129.350 Mhz |

24. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). 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.

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 Unit 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)

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. **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.

SECTION 3

Area of Operation

28. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview



Chart 2 – 242T Radial



Chart 3 – 078T and 111T Radials

