AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

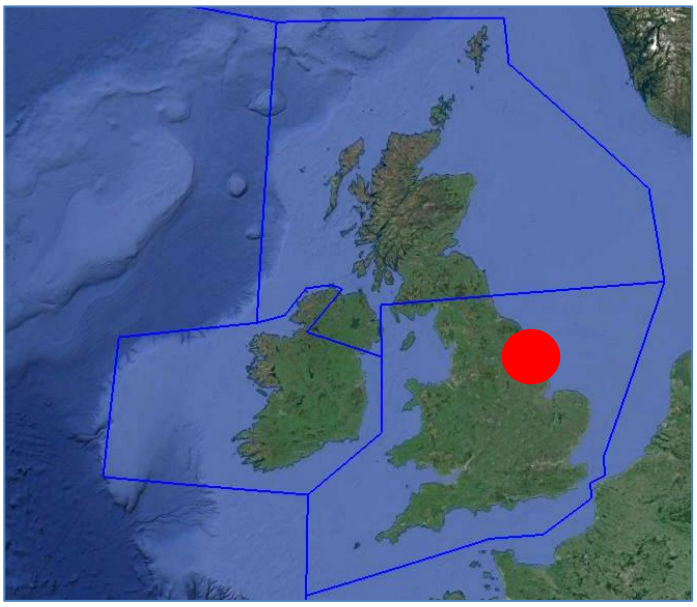
UK Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2026-6816	2.0	17/09/2026	24/08/2026

NAVAID CALIBRATION
CLAXBY RADAR TRIAL (FCSL)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
31 Aug 26 – 31 Mar 27	2130-0330
Vertical Limits:	**Allocated Mode 3A (SSR):**
FL 50 - 400	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: Cessna Citation C525 Callsign: VOR01	**Subject to the Conditions in Section 2**
Event Sponsor(s):	**Aircraft Operator(s):**
Cristina Ionita Indra, 4500 Parkway, Whiteley, Fareham, PO15 7AZ csionita@indra.es	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 ops@flight-cal.com
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Prestwick ACC 01294 655300 Swanwick Mil North 01489 612943 Lincolnshire TATCC 01526 347443 Humberside 01652 682022 *For info - Aberdeen*	
Airspace Reservations:	
D307 Donna Nook – 01507 359126 D323 Southern Complex – 01489 612495	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGNJ	AU8

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 survey. 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) 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 flight profiles required to conduct a flight trial of the Claxby Radar.

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. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only, (*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.

18. **ATS Provision – Inside 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.

19. **ATS Provision – Outside CAS.** Some elements of the calibration are within the lateral limits of the following ATS units:

a. Humberside Freq – 119.130

b. Lincolnshire TATCC Freq – 119.505 / 119.205

20. Provision of an ATS is subject to surveillance coverage, operating hours and controller availability/workload.

21. **Serials.** The aircraft is required to conduct the following serials:

Serial	Description	Alt/FL	Notes
A1	Position 20NM from Radar Station to commence 20NM anti-clockwise Orbit	FL100	1 x 360º Orbit
A2	Start position from Radar Station. Fly from radar on 0° to 120NM from radar.	FL50	Radial may be flown in either direction to/from Claxby Radar.
A3	Start position from Radar Station. Fly from radar on 0° to 155NM from radar.	FL100	Radial may be flown in either direction to/from Claxby Radar.
A4	Start position from Radar Station. Fly from radar on 0° to 210NM from radar.	FL200	Radial may be flown in either direction to/from Claxby Radar.
A5	Start position from Radar Station. Fly from radar on 0° to 230NM from radar.	FL250	Radial may be flown in either direction to/from Claxby Radar.
A6	Start position from Radar Station. Fly from radar on 0° to 260NM from radar.	FL400	Radial may be flown in either direction to/from Claxby Radar.
A7	Start position 5NM, 225° from Radar Station. Fly overhead radar on 045°T track to 5NM from radar. Turn and fly reciprocal 225°T track to 5NM from radar.	FL50	Cone of Silence check.
A8	Start position 7NM, 225° from Radar Station. Fly overhead radar on 045°T track to 7NM from radar. Turn and fly reciprocal 225°T track to 7NM from radar.	FL100	Cone of Silence check.
A9	Start position 8NM, 225° from Radar Station. Fly overhead radar on 045°T track to 8NM from radar. Turn and fly reciprocal 225°T track to 8NM from radar.	FL150	Cone of Silence check.

A10	Start position 9NM, 225° from Radar Station. Fly overhead radar on 045°T track to 9NM from radar. Turn and fly reciprocal 225°T track to 9NM from radar.	FL200	Cone of Silence check.
A11	Start position 10NM, 225° from Radar Station. Fly overhead radar on 045°T track to 10NM from radar. Turn and fly reciprocal 225°T track to 10NM from radar.	FL250	Cone of Silence check.
A12	Start position 11NM, 225° from Radar Station. Fly overhead radar on 045°T track to 11NM from radar. Turn and fly reciprocal 225°T track to 11NM from radar.	FL300	Cone of Silence check.
A13	Start position 12NM, 225° from Radar Station. Fly overhead radar on 045°T track to 12NM from radar. Turn and fly reciprocal 225°T track to 12NM from radar.	FL350	Cone of Silence check.

SECTION 3

Area of Operation

22. Charts highlighting the area of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Serial A1 – 20nm Orbit

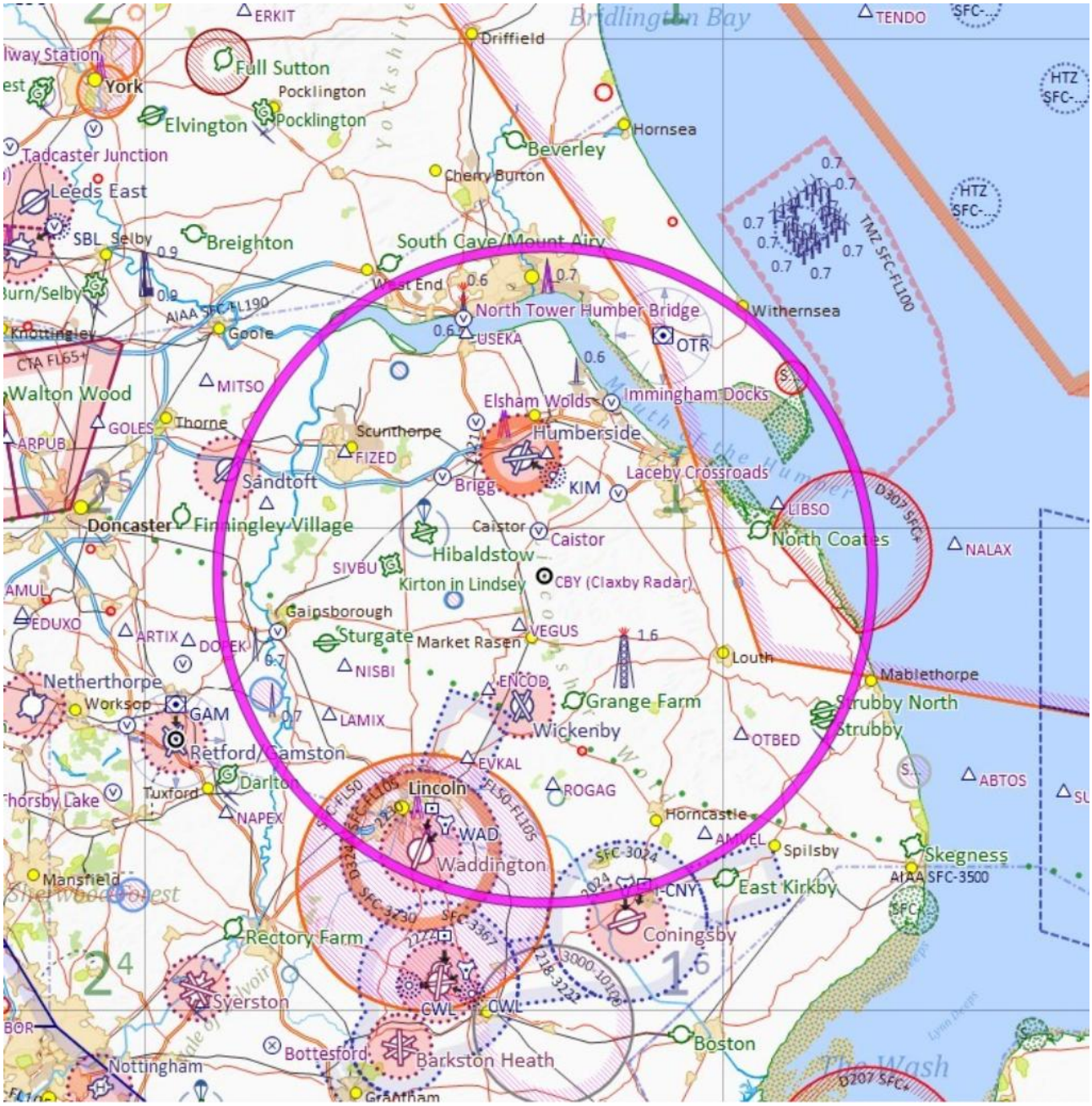


Chart 2 – Serial A2 – R000 to 120nm



Chart 3 – Serial A3 R000 to 155nm

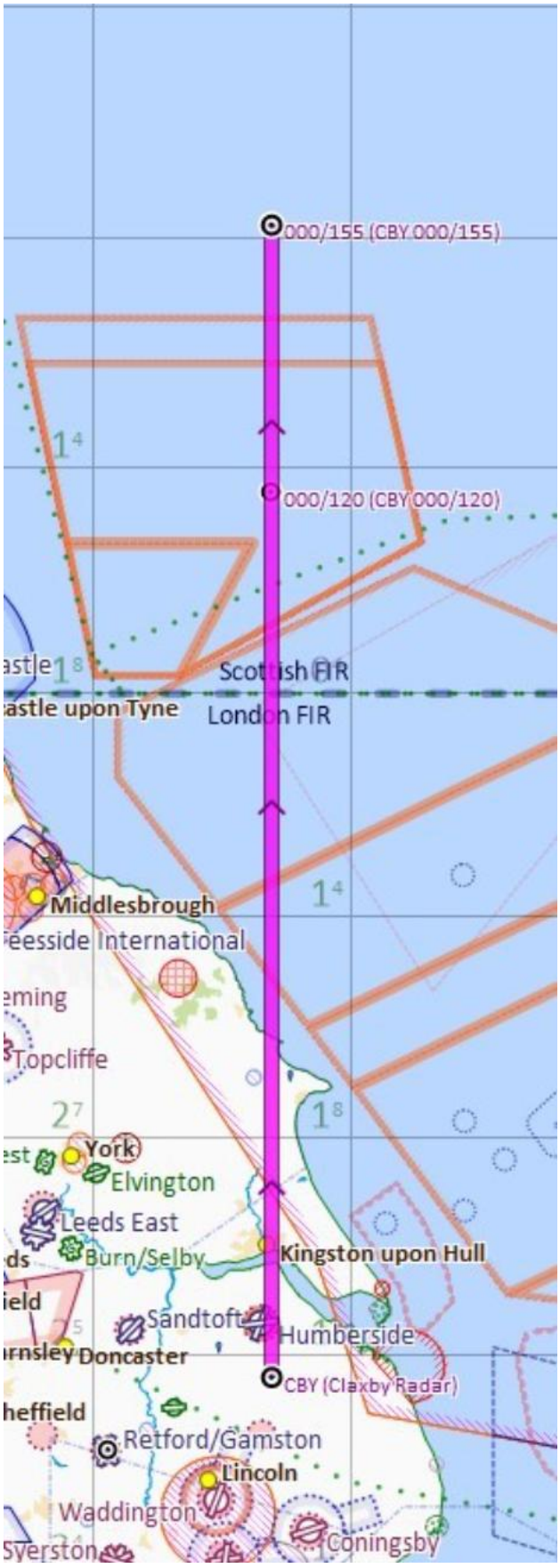


Chart 4 – Serial A4 – R000 to 120nm

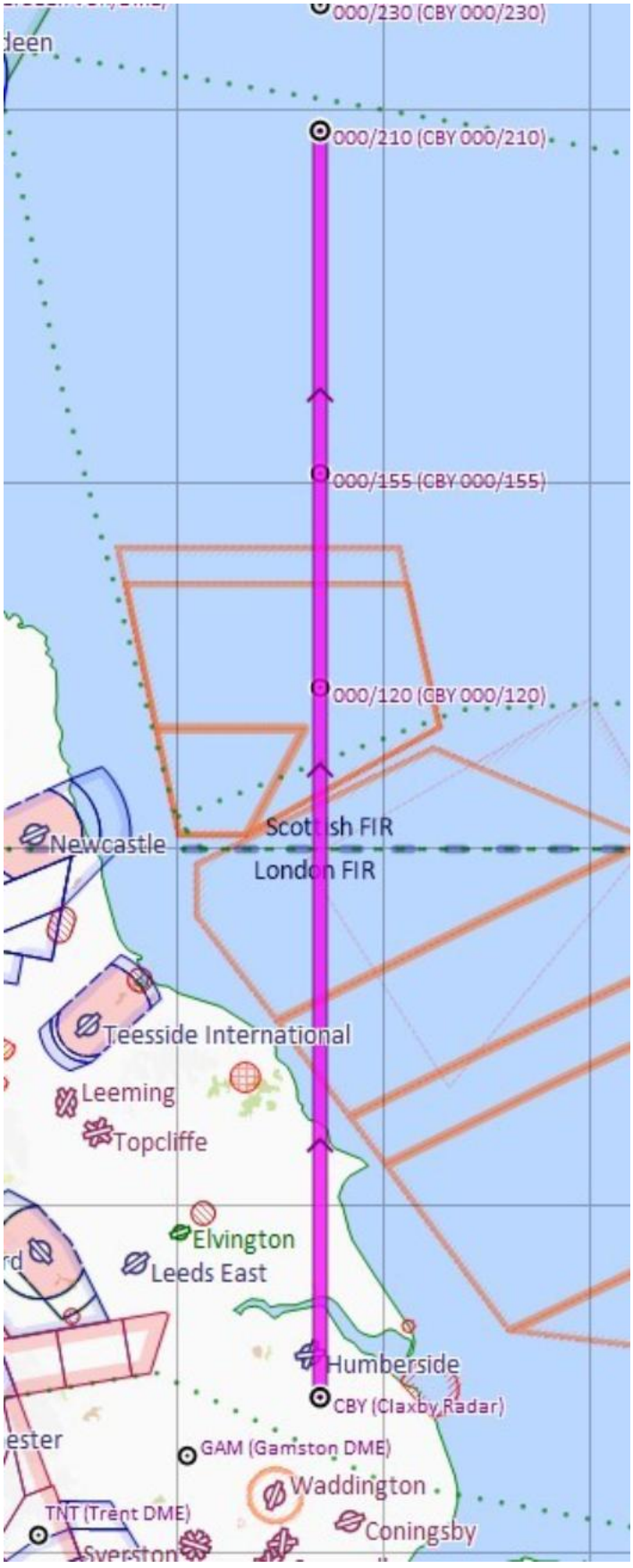


Chart 5 – Serial A5 – R000 to 230nm

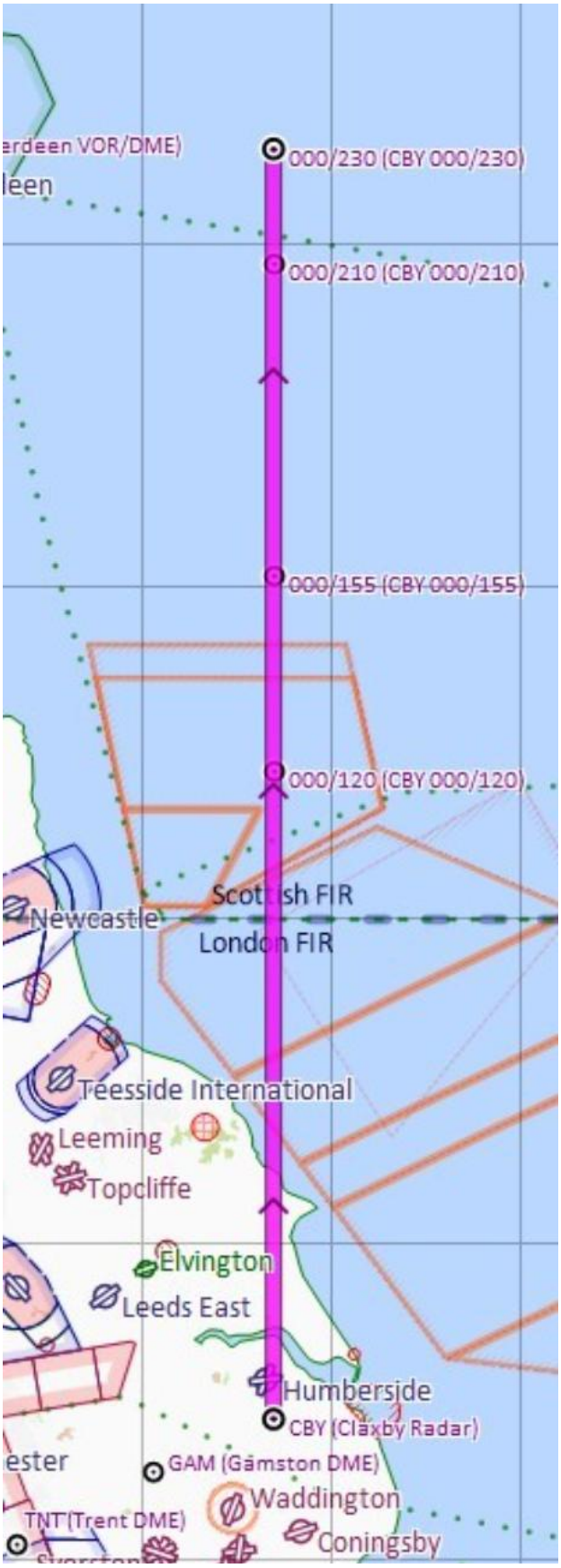


Chart 6 – Serial A6 – R000 to 250nm

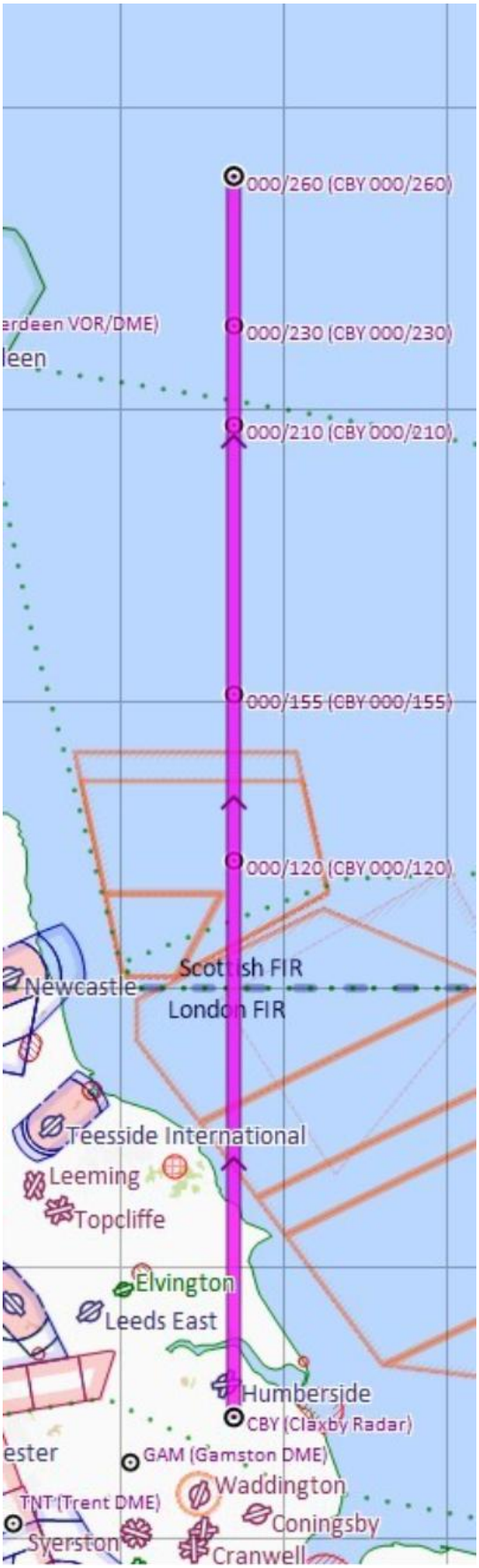


Chart 7 – Serial A7 – R225 5nm to R045 5nm to R225 5nm

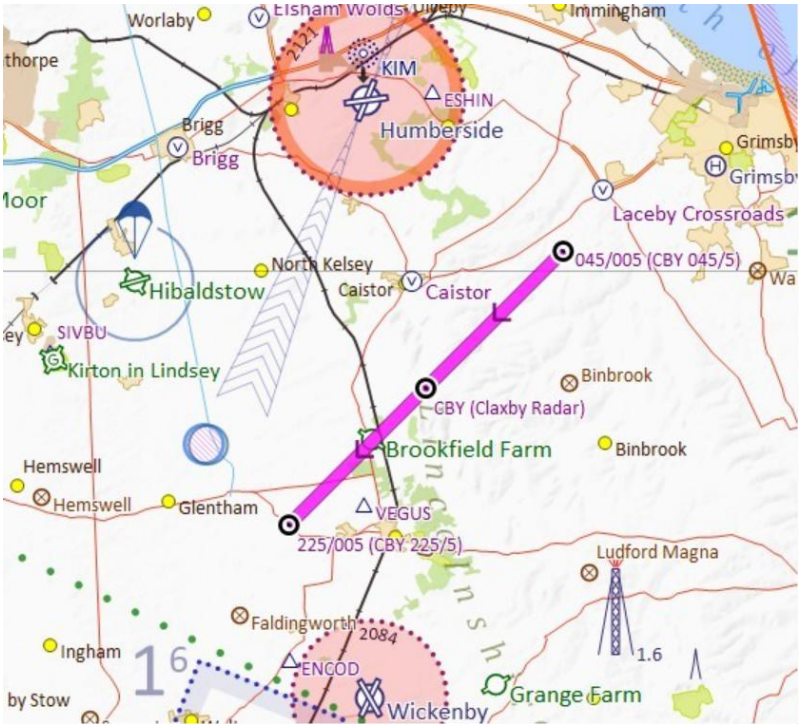


Chart 8 – Serial A8 – R225 7nm to R045 7nm to R225 7nm

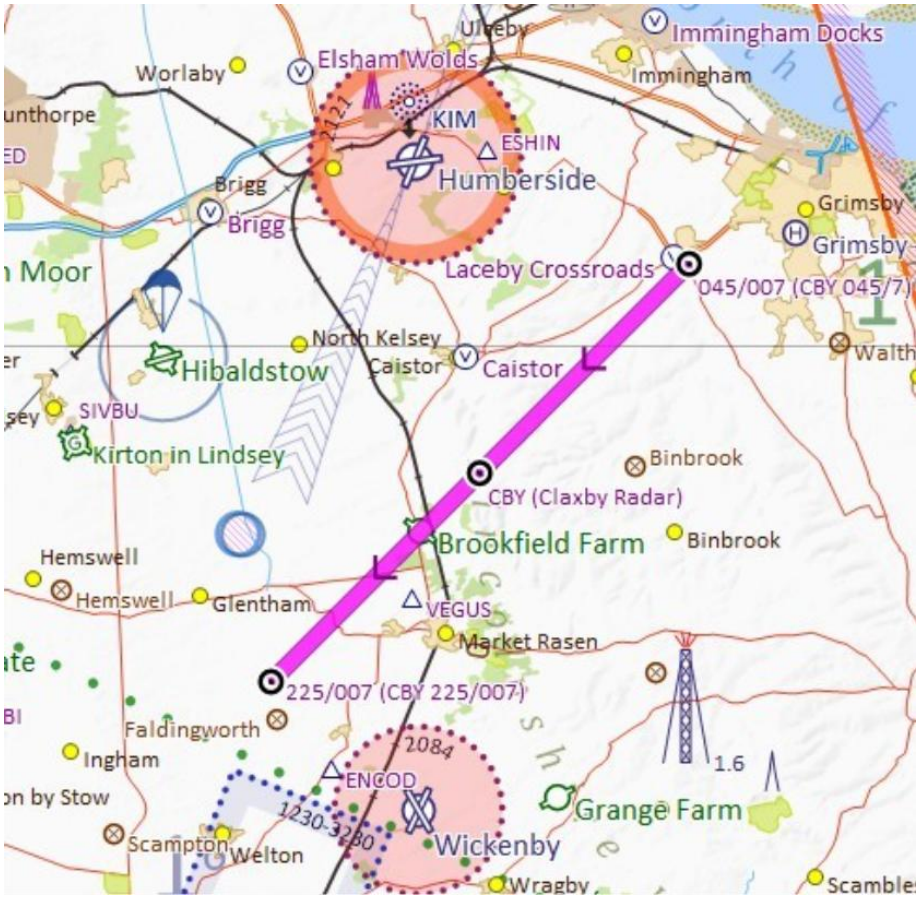


Chart 9 – Serial A9 – R225 8nm to R045 8nm to R225 8nm

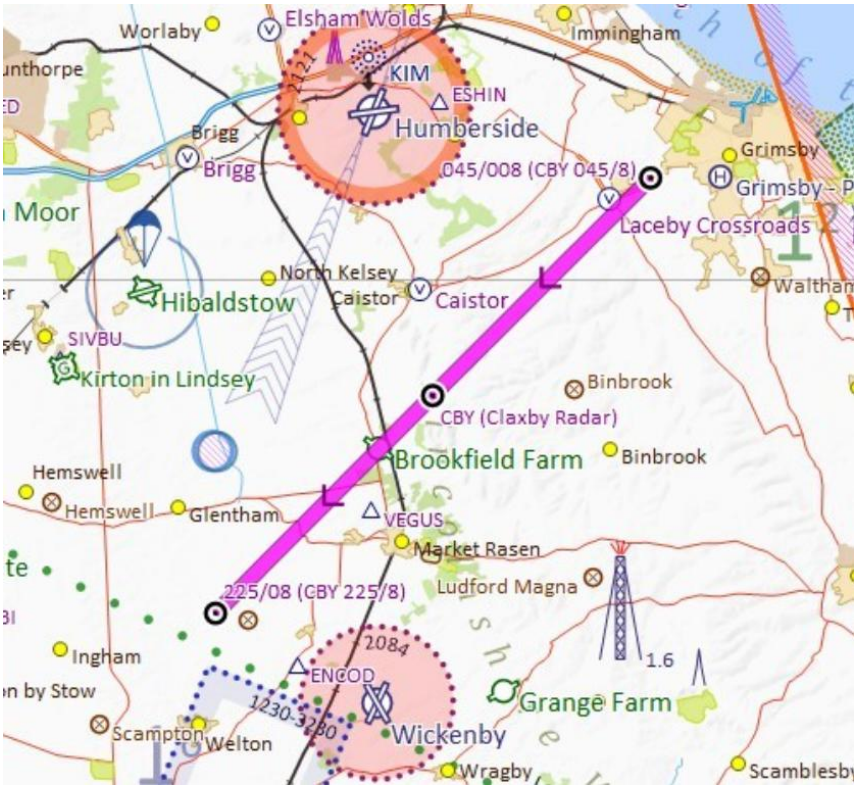


Chart 10 – Serial A10 – R225 9nm to R045 9nm to R225 9nm



Chart 11 – Serial A11 - R225 10nm to R045 10nm to R225 10nm

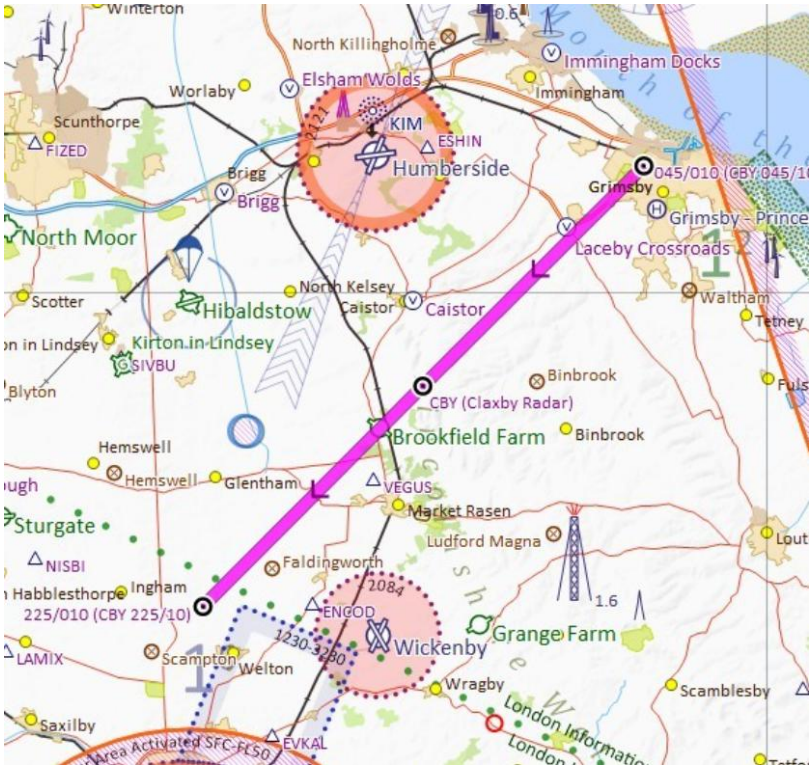


Chart 12 – Serial A12 – R225 11nm to R045 11nm to R225 11nm

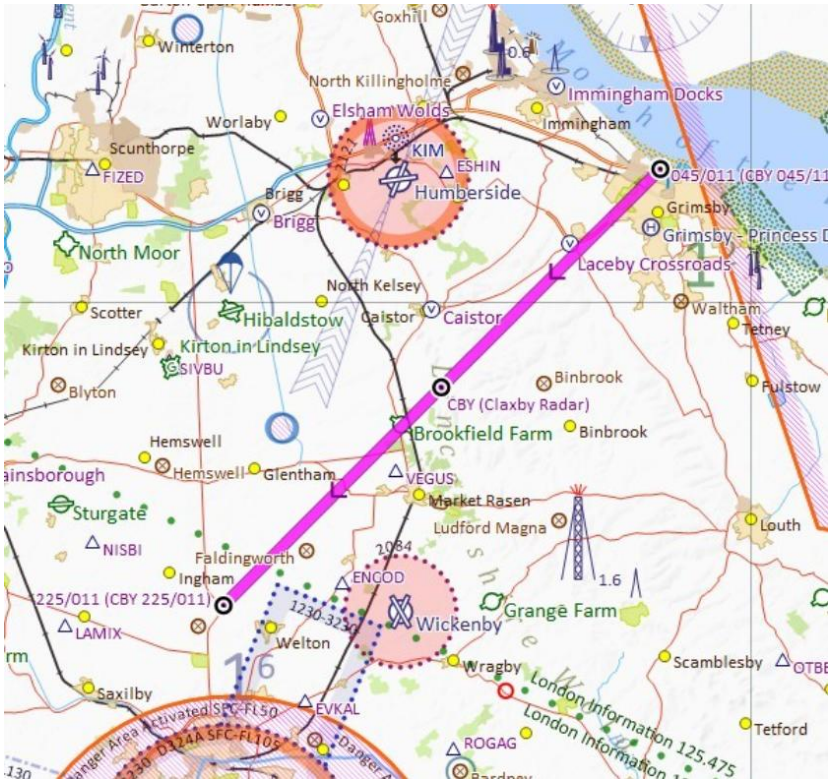


Chart 13 – Serial A13 – R225 12nm to R045 12nm to R225 12nm

