AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

UK Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2026-8626	1.0	09/11/2026	28/10/2026

RADAR CALIBRATION
BRIZE NORTON (WAM) (THALES)

NDS

Subject to NOTAM: No

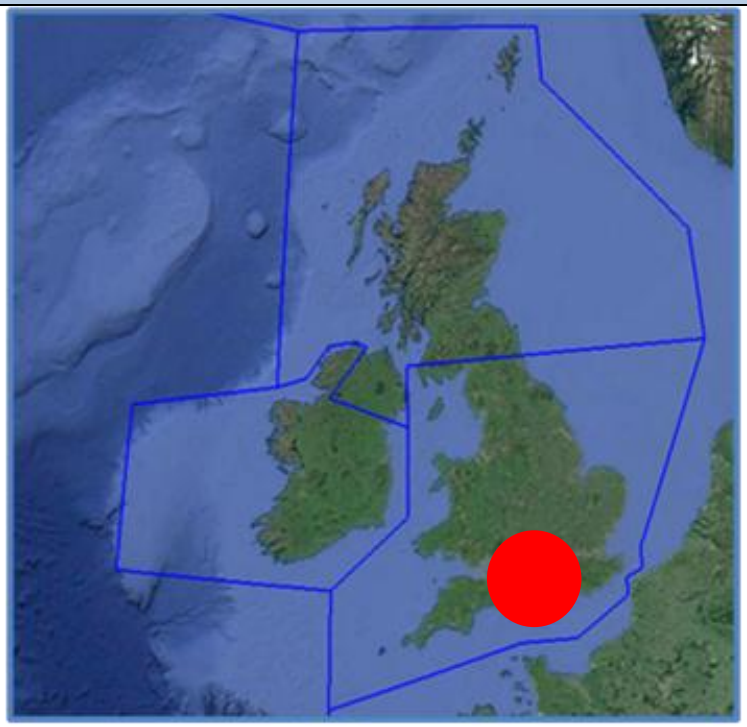
Date(s) of activity/Validity:	Times (ALL TIMES UTC)
23 Nov 26 – 31 Dec 27	21:00 – 04:00
Vertical Limits:	**Allocated Mode 3A (SSR):**
5000 – 8000ft AMSL	0024
Aircraft Details:	**NDS Approved:**
Type: B200 & DA42 Callsign: CLB*xxx*	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
Thales Flight Inspection Service *Attn: The Operations Officer* Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service *Attn: The Operations Officer* Teesside International Airport Darlington County Durham DL2 1LU 01325 335346

ATS Units/ Controlling Agencies:

Brize Norton	01993 897878
Yeovilton	01935 455243
Bournemouth	01202 364150
Bristol	01275 473714
Birmingham	01217 671210
Swanwick LTC	02380 401110
Swanwick ACC	01489 612420
Farnborough	01252 526017

For info – Kemble, Odiham, Biggin Hill, Stanstead, Heathrow, Gatwick, Luton, Cranfield

Geographical Limits:



Airspace Reservations:

D014 / D021 – Portland – 01752 557550
D147 – Pontrilas – 01432 357311
D307 – Donna Nook – 01507 359126

Departure/Destination Aerodrome(s)	ACN Issued by:
EGVN, EGNV	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 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)
Email: AROps@caa.co.uk

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a flight calibration of the Brize Norton WAM.

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 and availability of an ATS.

17. **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. **The aircraft is NOT RVSM approved.**

18. **Level/Altitude.** A specific Navigational Route will be flown as detailed in the attached diagrams. This flight check will be conducted across numerous evenings over the next 12-18 months. The flight check will be conducted with either the B200 and/or DA42. The check consists of flying the routes detailed in the attachments some evenings in Transponder Mode A/C configuration at both 5000ft and 8000ft levels and other evenings in Transponder Mode S configuration.

19. **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.

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

a. Brize Norton Freq – 124.280

b. Farnborough Freq – 125.250

c. Bournemouth Freq – 119.480

d. Yeovilton Freq – 127.355

e. Boscombe Down Freq – 126.705

21. 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.

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

23. **Special Use Airspace (SUAs).** Access to any SUA is subject to range 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

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

Chart 1 – Overview

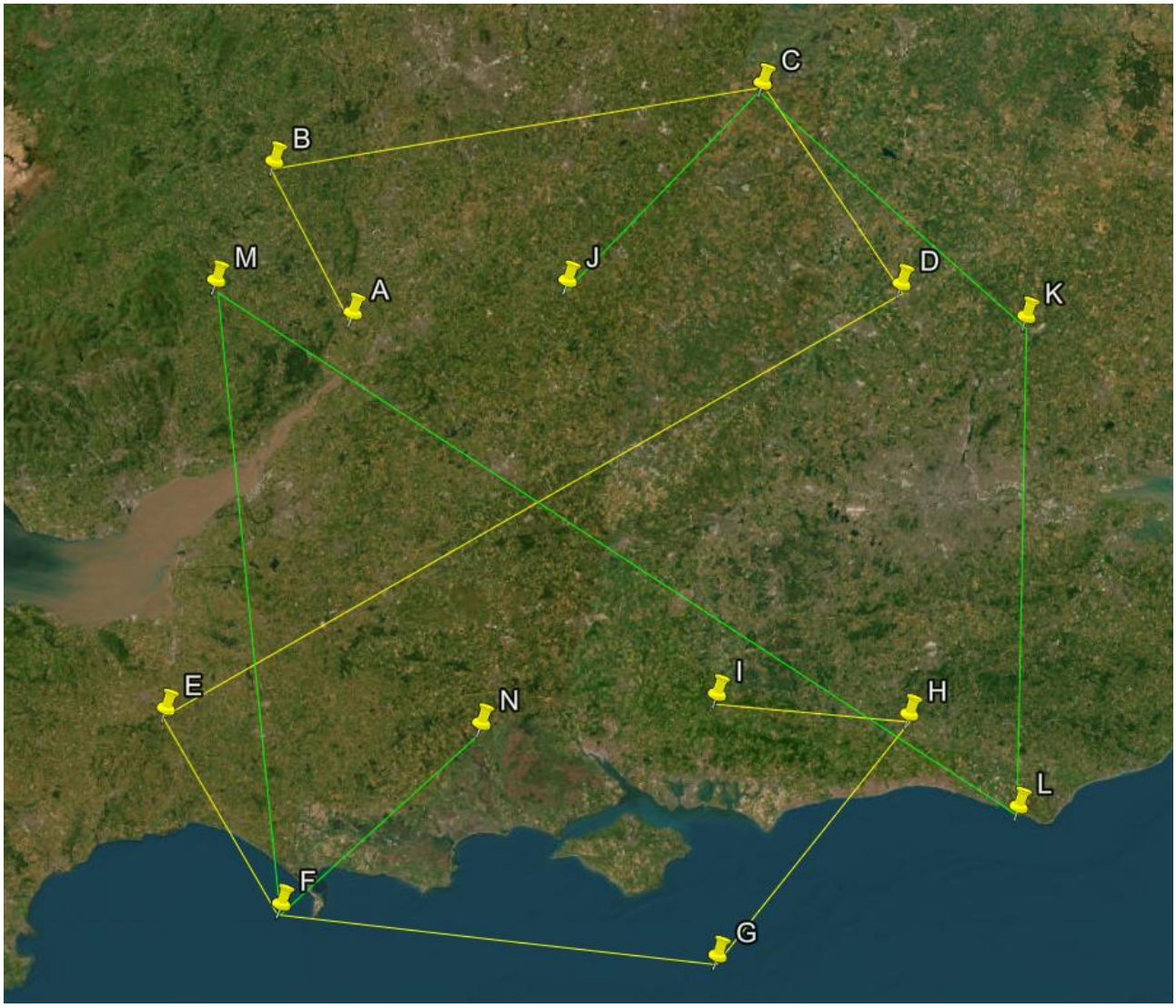


Chart 2 – Points A-I
5000ft AMSL



Chart 3 – Points J -N
8,000ft AMSL

