

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-09-0505	1.0	26/09/2023	14/09/2023

## RADAR CALIBRATION BUCHAN AIR DEFENCE RADAR (ADR)

### NDS

Subject to NOTAM: No

Date(s) of activity/Validity: Times - ALL TIMES UTC

1 Nov 23 – 31 Mar 25 18:00 – 05:00

Vertical Limits: Allocated Mode 3A (SSR):

FL330 – FL350 **RVN** Tactically Issued by ATC

Aircraft Details: NDS Approved:

Type: B200  
Callsign: CLBxxx  
**Yes – Subject to the conditions in Section 2**

Event Sponsor(s): Aircraft Operator(s):

Thales Flight Inspection Service  
Teesside International Airport  
Darlington  
County Durham  
DL2 1LU  
01325 335346

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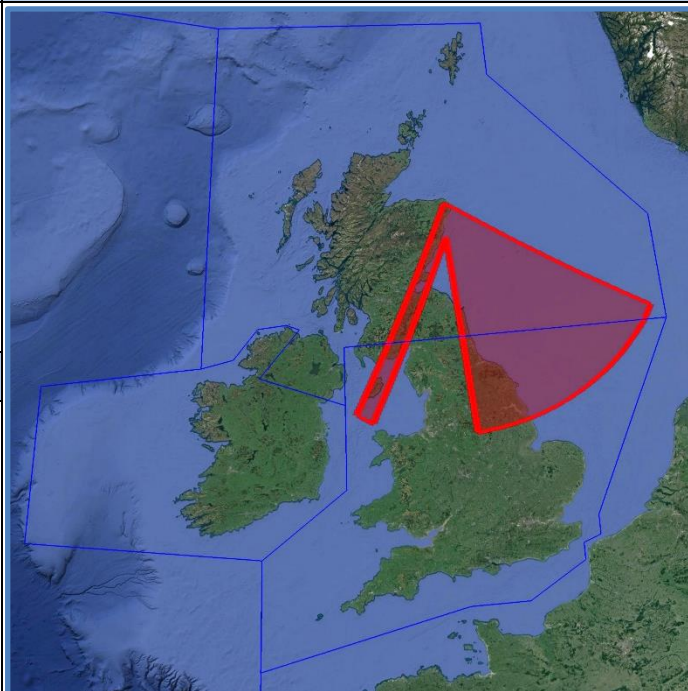
ATS Units/  
Controlling Agencies: Geographical Limits:

CRC Boulmer (19 Sqn) – FA 01665 572313  
Swanwick Mil (78 Sqn) – East 01489 612408  
Swanwick Mil (78 Sqn) – North 01489 612943  
Swanwick Mil (78 Sqn) – West 01489 612417

Info: Prestwick ACC, Swanwick ACC

Airspace Reservations:

EG D323 (All) Southern MDAs 01489 612495  
EG D405 Kirkcudbright 01412 248520  
EG D613 (All) Central MDAs 01489 612495



Departure/Destination Aerodrome(s) ACN Issued by:

EGNV 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 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) – AU3  
Email: [AROps@caa.co.uk](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

## SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a flight calibration of the Buchan Air Defence Radar (ADR) located on the coastline north of Aberdeen (572733N 0014843W). This ACN replaces ACN 2022-09-0108.
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.
18. **Radial.** The radial required will be subject to conditions on the day, but is expected to be:
- a. Between 120° and 175°
  - b. 206°
19. **Level.** The aircraft will maintain a single level for the duration of the calibration. The required level on the day is subject to negotiation between the calibrator and ATC.
20. **Range.** The maximum range from the radar head will be 250nm.
21. **RVSM Status.** The calibrator is **RVN** at all times.
22. **Air Traffic Service (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.
23. The calibration is to be controlled by either 19 Sqn at Boulmer or 78 Sqn at Swanwick.
24. 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.
25. **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.

### SECTION 3

#### Area of Operation

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

Chart 1 – Overview

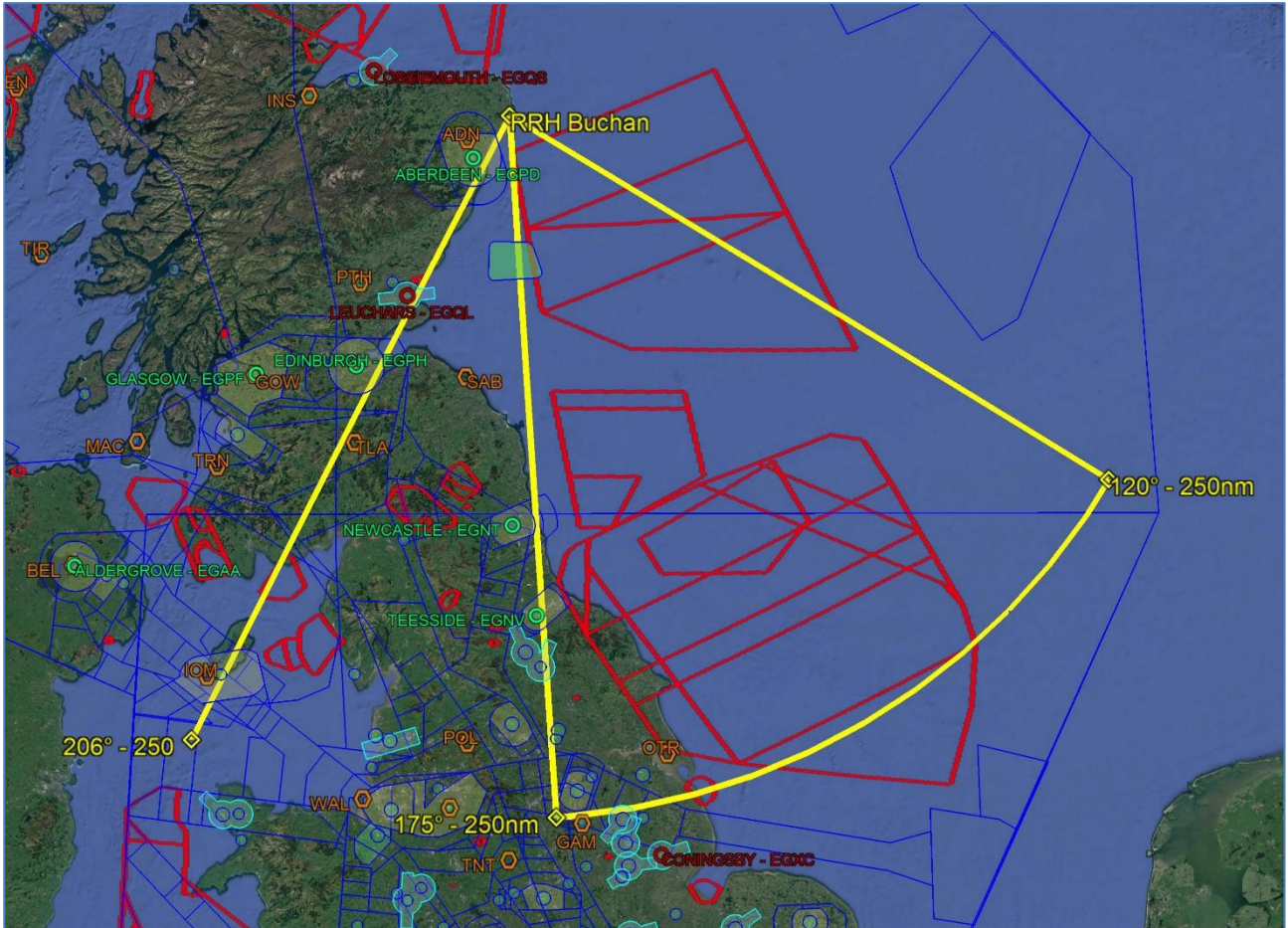




Chart 2 – Overview

