AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

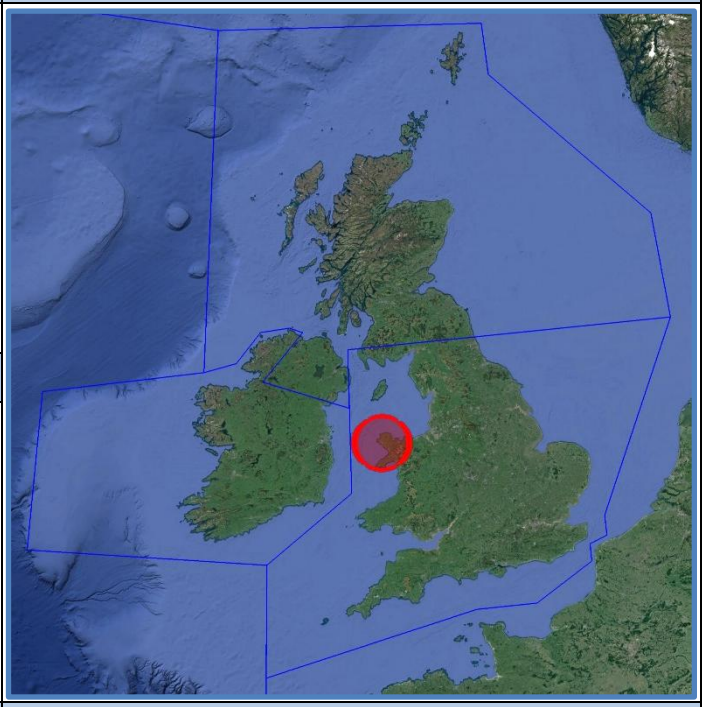
Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
2023-07-0069	2.0	**10/09/2025**	10/06/2023

NAVAID CALIBRATION
VALLEY TACAN

CAT Z

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times - ALL TIMES UTC[1]**
31st July 2023 – 30th November 2027	08:00 – 20:00 *(07:00 – 19:00)*
Vertical Limits:	**Allocated Mode 3A (SSR):**
50ft **AGL** – 5,600ft AMSL (OV QNH)	0024
Aircraft Details:	**NDS Approved:**
Type: B200 / DA42 Callsign: CLB*xxx*	Not applicable
Event Sponsor(s):	**Aircraft Operator(s):**
Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Valley 01407 762241 x7462	
Airspace Reservations:	

EG D201B/J	Aberporth *B, D, J*	01239 813219
EG D217	Llanbedr *A - C, E – K*	01341 241356
EG R322	Wylfa	SI 1003/2016
PJE	Llanbedr	07703 532064

Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGNV, EGOV	AS3

[1] AIS Temporal Reference System: *Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.*

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) – AS3
Email: 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 Valley Tactical Air Navigation (TACAN) system. The calibration is broken into three elements: the orbit and radials and the approach. This ACN only covers the orbits and potential radials as the approach element can be conducted under normal ATM procedures.

16. **This ACN replaces ACN 2017-00-0059 (AKA 2017-01-0072).**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 4 hours prior to departure to provide final details, agree a start time and confirm availability of an Air Traffic Service (ATS).

18. **Priority.** This flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*) and attracts no priority as the flight is outside Controlled Airspace (CAS). Subject to the prevailing traffic conditions on the day, there may be level restrictions, or the aircraft may be provided vectors / requested to hold to allow most efficient use of airspace.

19. Valley ATC are responsible for conducting any necessary coordination with adjacent impacted Air Traffic Service (ATS) Units (ATSUs).

20. **Orbit.** Two orbits are expected to be flown at 5,600ft (OV QNH) at a range of 20nm from the antenna, however, more may be required subject to engineering requirements. The orbits can be flown either clockwise or anti-clockwise.

21. **Radials.** Radials from 30nm to 10nm may be required to be flown in any sector that fails to meet the required specification.

22. **Air Traffic Service Provision – CAS.** The calibration area is within the coverage of the following unit:

a. Valley 125.230 MHz

23. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. 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.

24. **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.

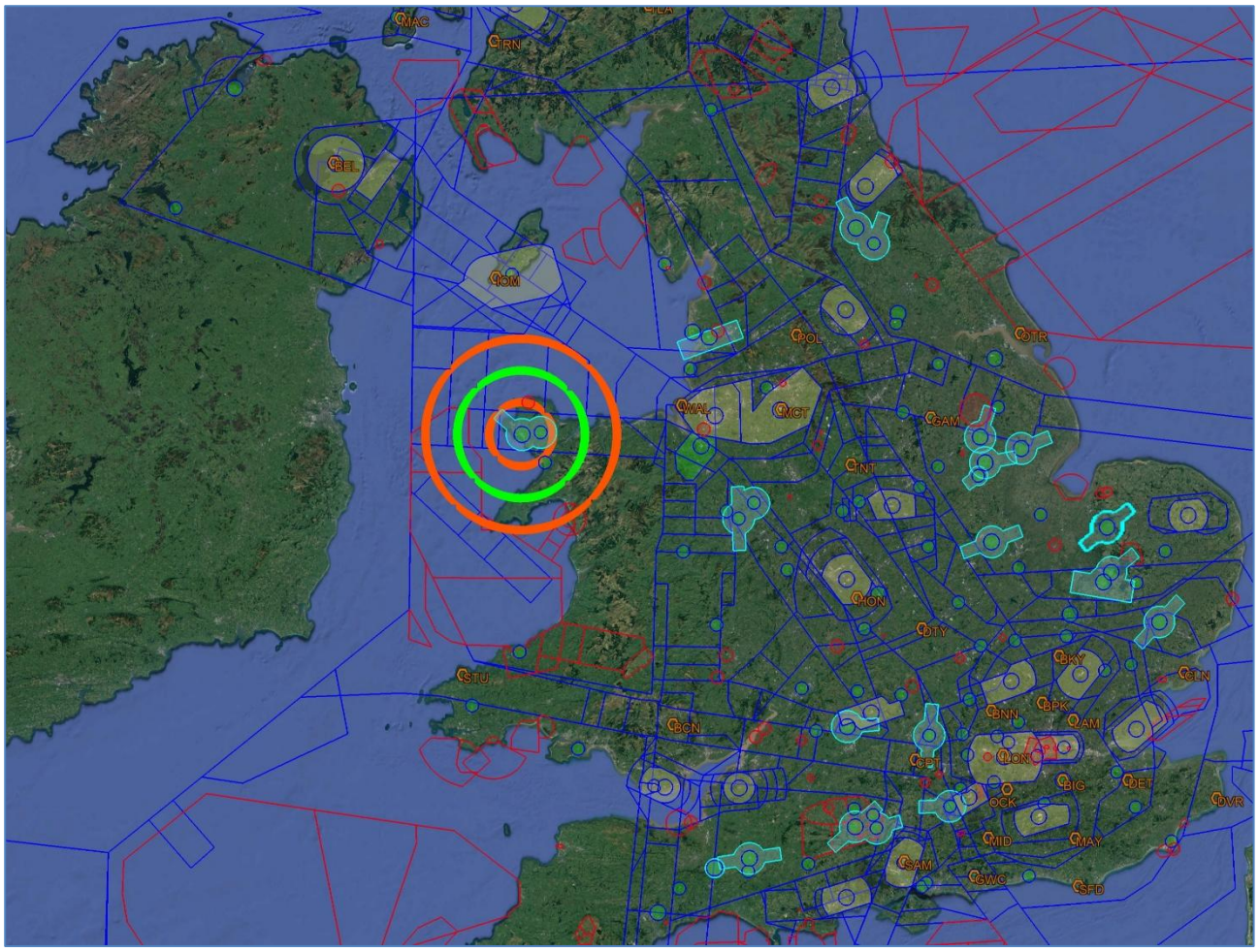
EG R322 (Wylfa). In accordance with Statutory Instrument (SI) No.1003/2016: *The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2016* – access to the airspace of Wylfa is subject to separate application and approval from the UK CAA.

SECTION 3

Area of Operation

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

Chart 1 – Overview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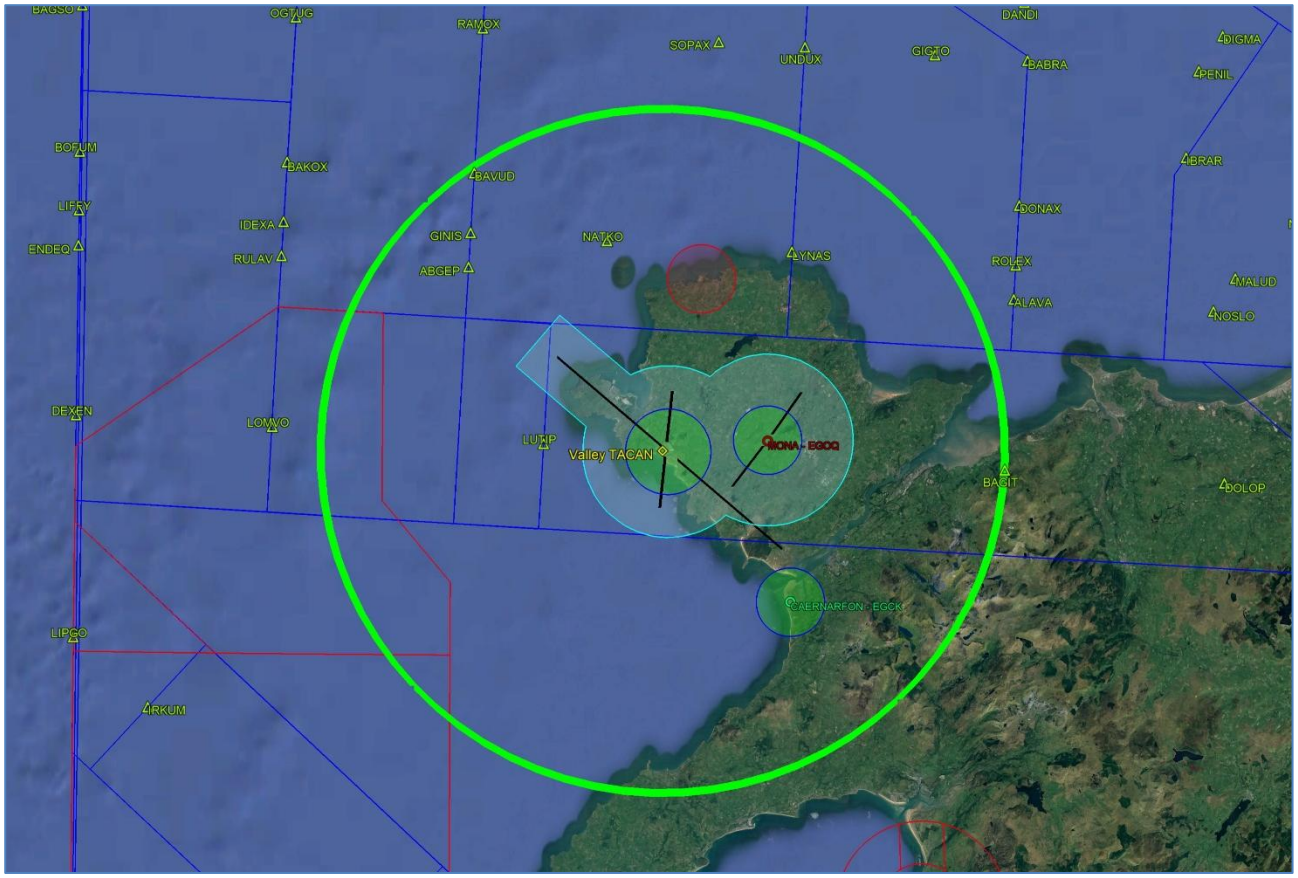
Charts 2 & 3 – Orbit



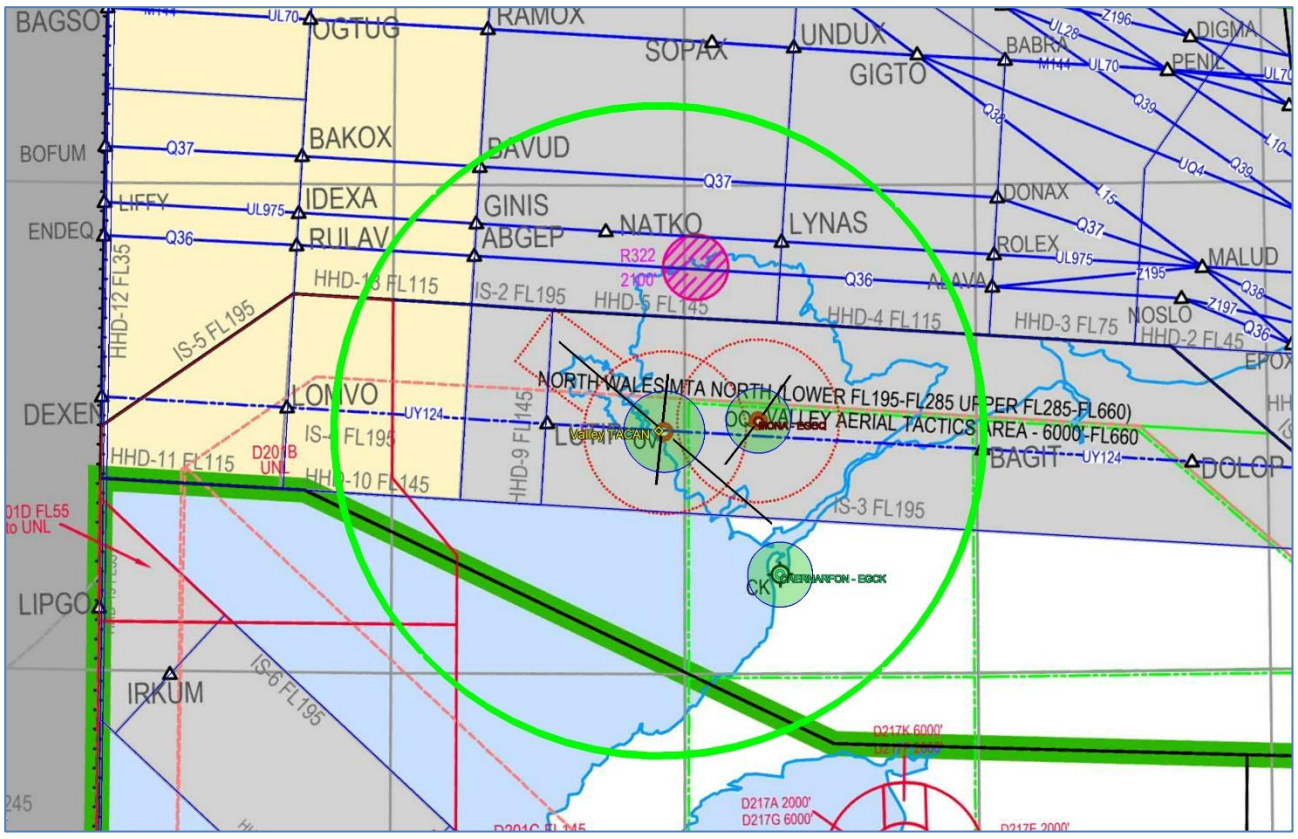


Chart 4 – Area of Potential Radial Activity

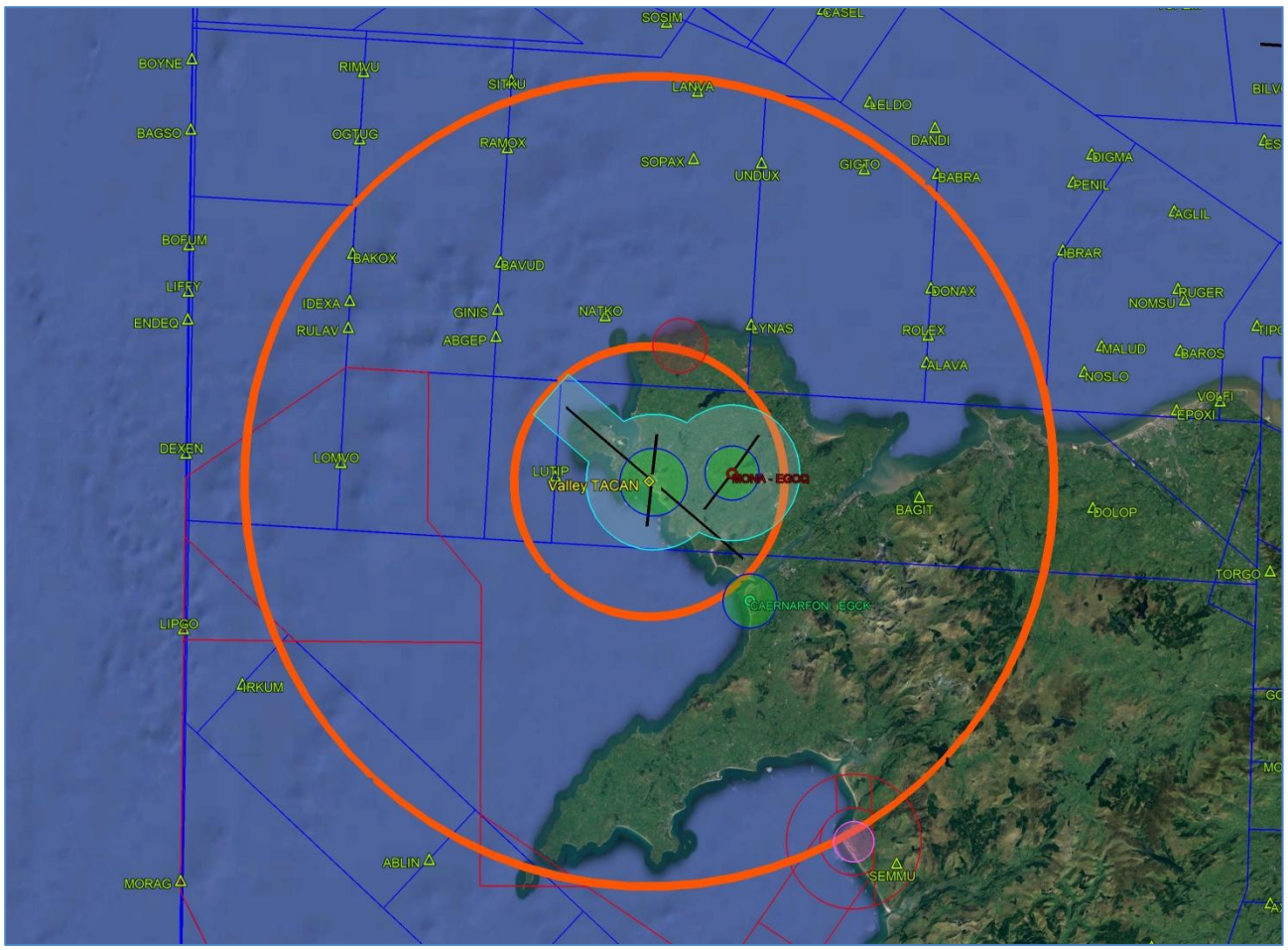


Chart 5 – Area of Potential Radial Activity