

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-7575	2.0	02/05/2025	05/11/2024

Civil Aviation
Authority**Warton DF Commissioning Flight Check****NDS****Subject to NOTAM: - No**

Date(s) of activity/Validity:	Times
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12 Nov 24 – 30 Nov 26

0001Z - 2359Z

Vertical Limits:**Allocated Mode 3A (SSR):**

5000' - 9000' AMSL

0024

Aircraft Details:**NDS Approved:**

Type: B200 or DA42

Callsign: CLB xxx

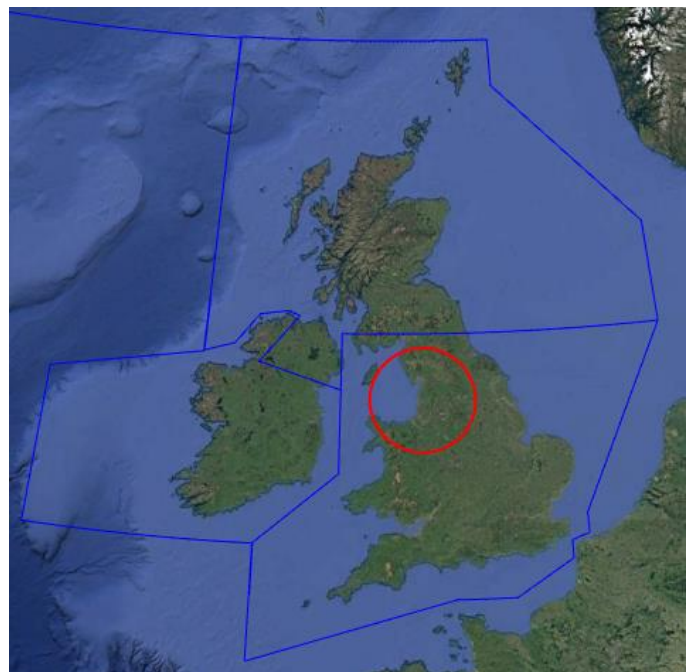
Yes – Subject to the conditions in Section 2**Event Sponsor(s):****Aircraft Operator(s):**

The Operations Officer
Thales Flight Inspection Service
Teesside International Airport
Darlington
DL2 1NL
01325 335346

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**ATS Units/
Controlling Agencies:****Geographical Limits:**

Scottish ACC (Prestwick) - 01294 655300
Swanwick Mil 78 Sqn (West) - 01489 612417
Blackpool - 01253 472527
Warton - 01772 854747
Isle of Man – 01624 827548
RAF Leeming - 01677 457210
Leeds East - 01937 534197
Sherburn-in-Elmet - 01977 682674
RAF Shawbury - 01939 250351 x6202
RAF Valley - 01407 762241 x7462
Teesside - 01325 331020
Newcastle – 0191 2143397
Manchester – 0161 209 2836
Leeds Bradford – 0113 391 3282

**Airspace Reservations:**

R312 Springfields - AR Ops 01293-983880
D406A - Eskmeals Range 01229 712245/712233

Departure/Destination Aerodrome(s)**ACN Issued by:**

Teesside EGNV
Warton EGNO (refuel)
Teesside EGNV

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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)
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles for the Warton DF Commissioning Flight Check.
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. Outside CAS, the flight is CAT Z, however Air Traffic Service (ATS) providers are requested to try and afford the flight a non-deviating track where possible.

Flight Profiles.

Ser	Description	Height	Notes
1	2 x 60nm Orbit, centred on radar overhead	5000' AMSL	1 clockwise 1 anti-clockwise
2	Range checks on 060° radial between radar overhead and 60nm	5000' AMSL	
3	Overhead Checks from 5nm inbound and outbound 130°/310°	9000'AMSL	
4	2 x 40nm Orbit, centred on radar overhead	5000' – 9000' AMSL	1 clockwise 1 anti-clockwise

18. **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.

19. **ATS Provision** The calibration area is within the coverage of the following units:

	Location	Frequency
a.	Scottish ACC (Prestwick)	On Request
b.	Swanwick Mil 78 Sqn (West)	On Request
c.	Blackpool	119.955
d.	Warton	129.530
e.	Teesside	118.855
f.	Newcastle	124.380
g.	RAF Leeming	133.375
h.	Leeds Bradford	134.580
i.	Leeds East	120.710
j.	Sherburn-in-Elmet	122.610
k.	East Midlands	134.180
o.	RAF Shawbury	122.455
p.	RAF Valley	125.230
q.	Isle of Man	135.905

r.	Manchester	118.580
s.	Leeds Bradford	134.580

20. 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.

SECTION 3

Area of Operation

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

Chart 1 - 60nm orbit

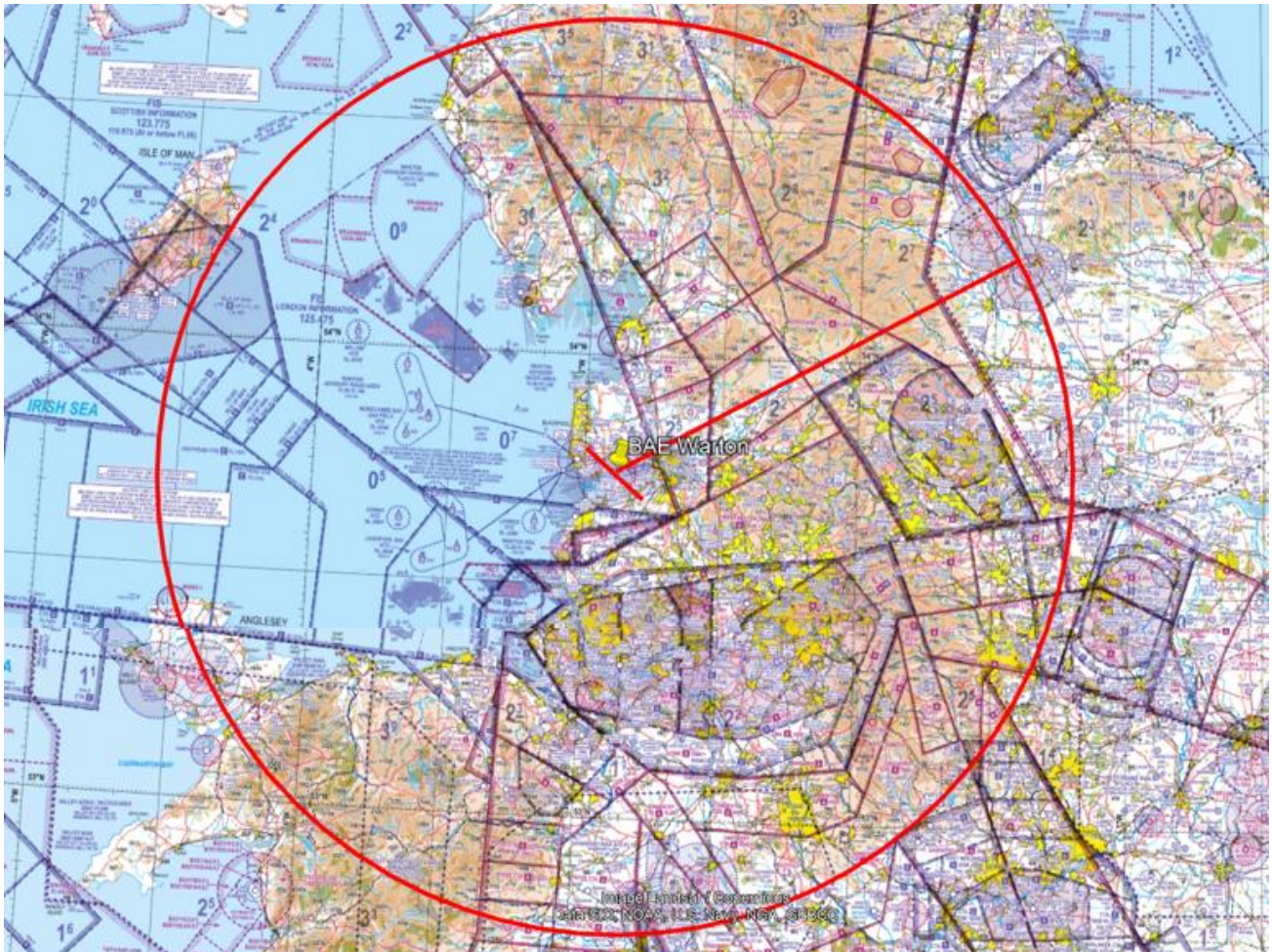


Chart 2 – 60nm Range checks on 060° radial

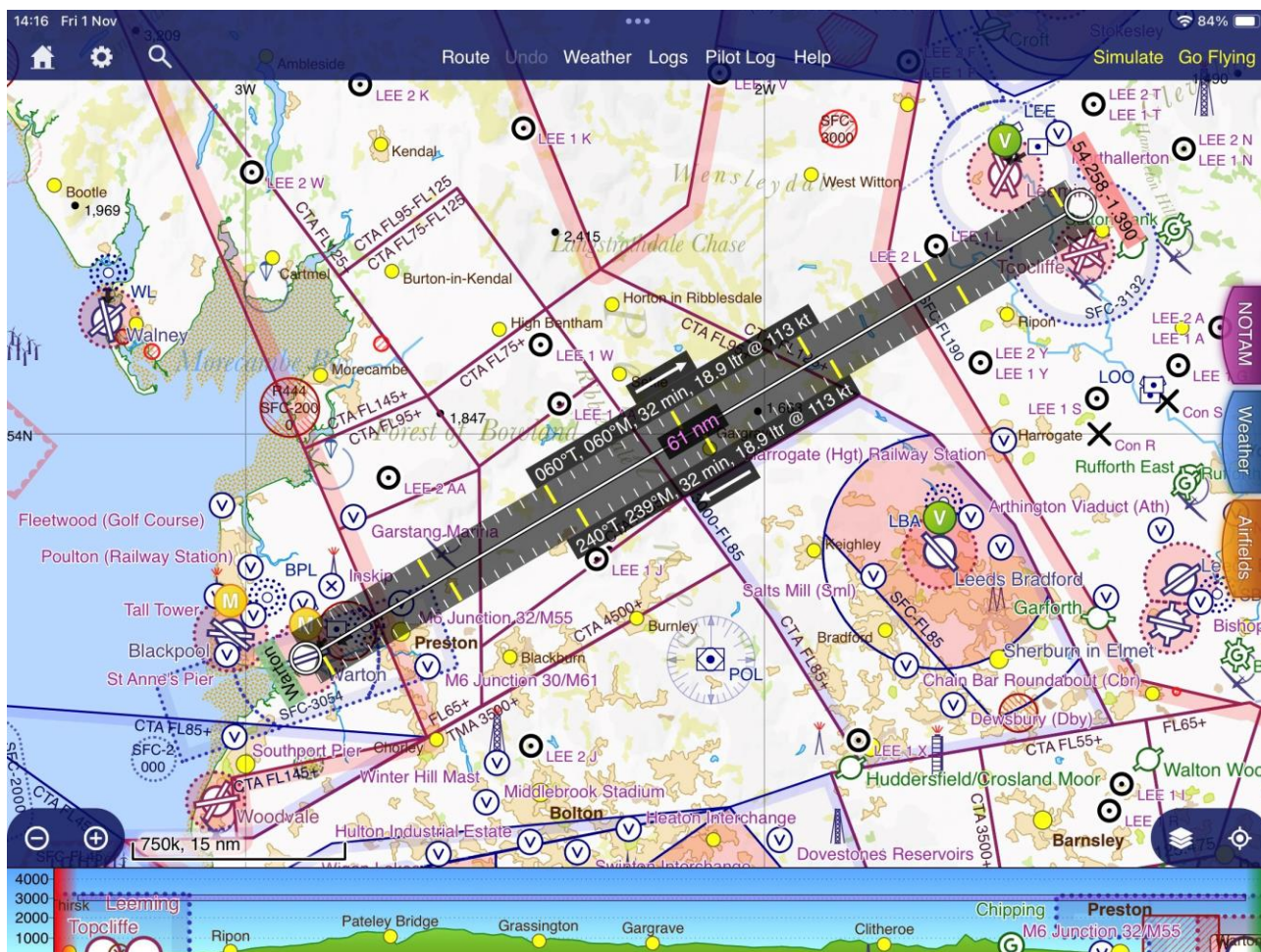


Chart 3 - Overhead Checks from 5nm inbound and outbound 130° and 310° radials

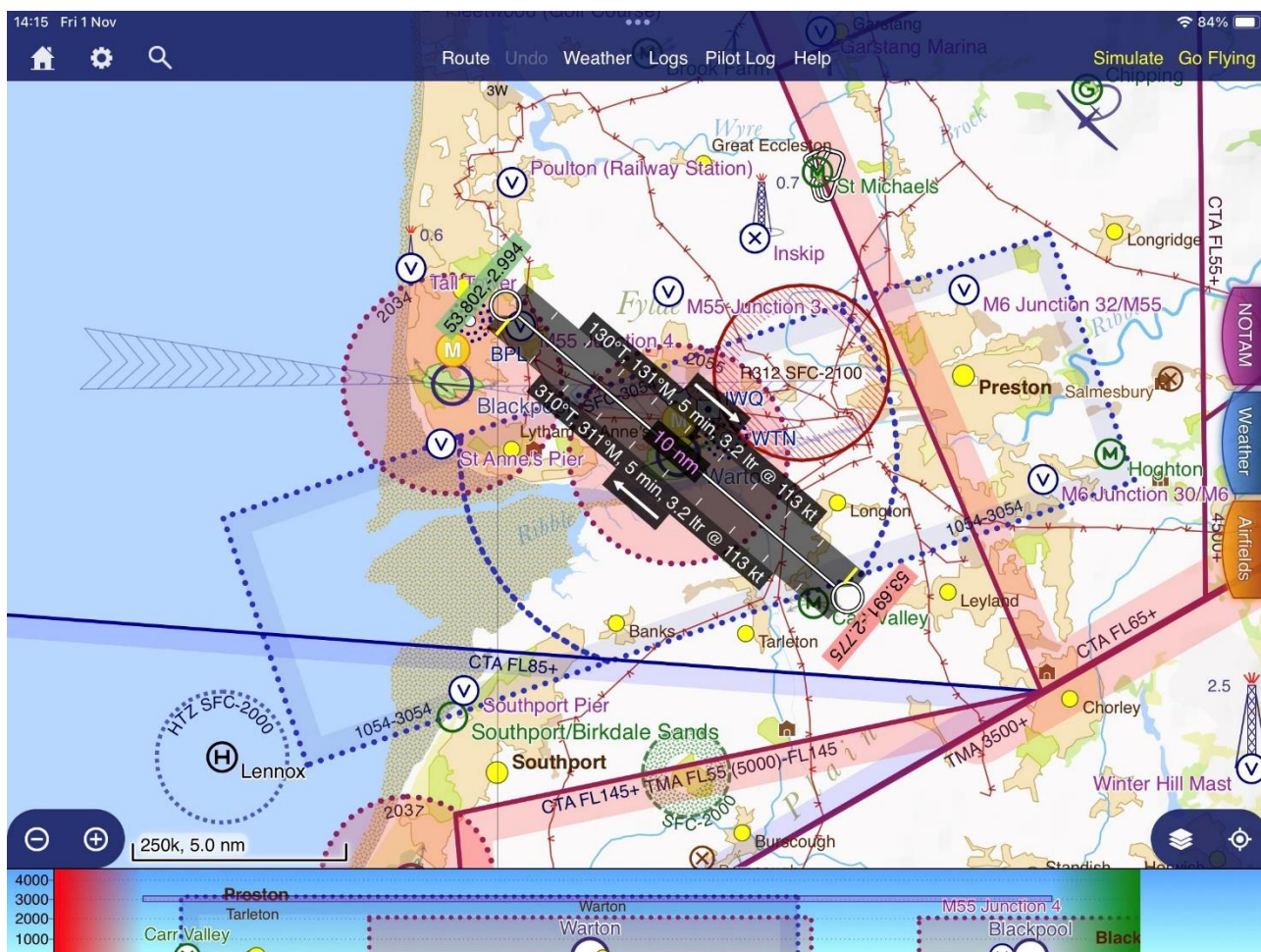


Chart 4 - 40nm orbit

