

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-1046	1.0	07/03/2025	28/02/2025

Civil Aviation
Authority

NAVAID CALIBRATION ISLE OF MAN DVOR (Thales)

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**

12 Mar 25 – 30 Jun 26

Times - ALL TIMES UTC¹

07:00 – 19:00 (08:00 – 20:00)

Vertical Limits:

3,000ft AMSL – FL75

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: B200 or DA-42

Callsign: CLB TBN

NDS Approved:*Yes – Subject to the Conditions in Section 2***Event Sponsor(s):**

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

Aircraft Operator(s):

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

ATS Units/**Controlling Agencies:**

Belfast / Aldergrove

Dublin ACC

Isle of Man

Prestwick AC

Info: Belfast City

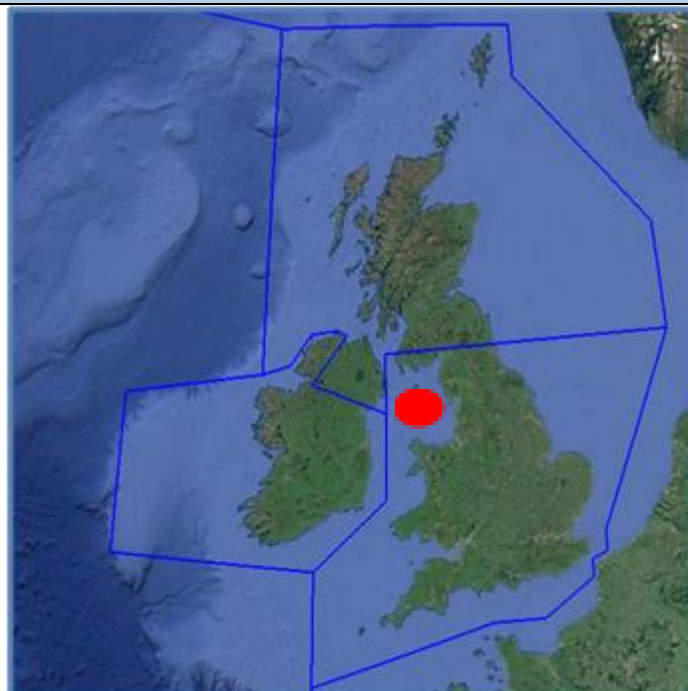
Pri: 07920877721

Sec: 028 9448 4292

+35318445962

01624 827548

01294 655300

Geographical Limits:**Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)

EGTD or EGNS

ACN Issued by:

AU3

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 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

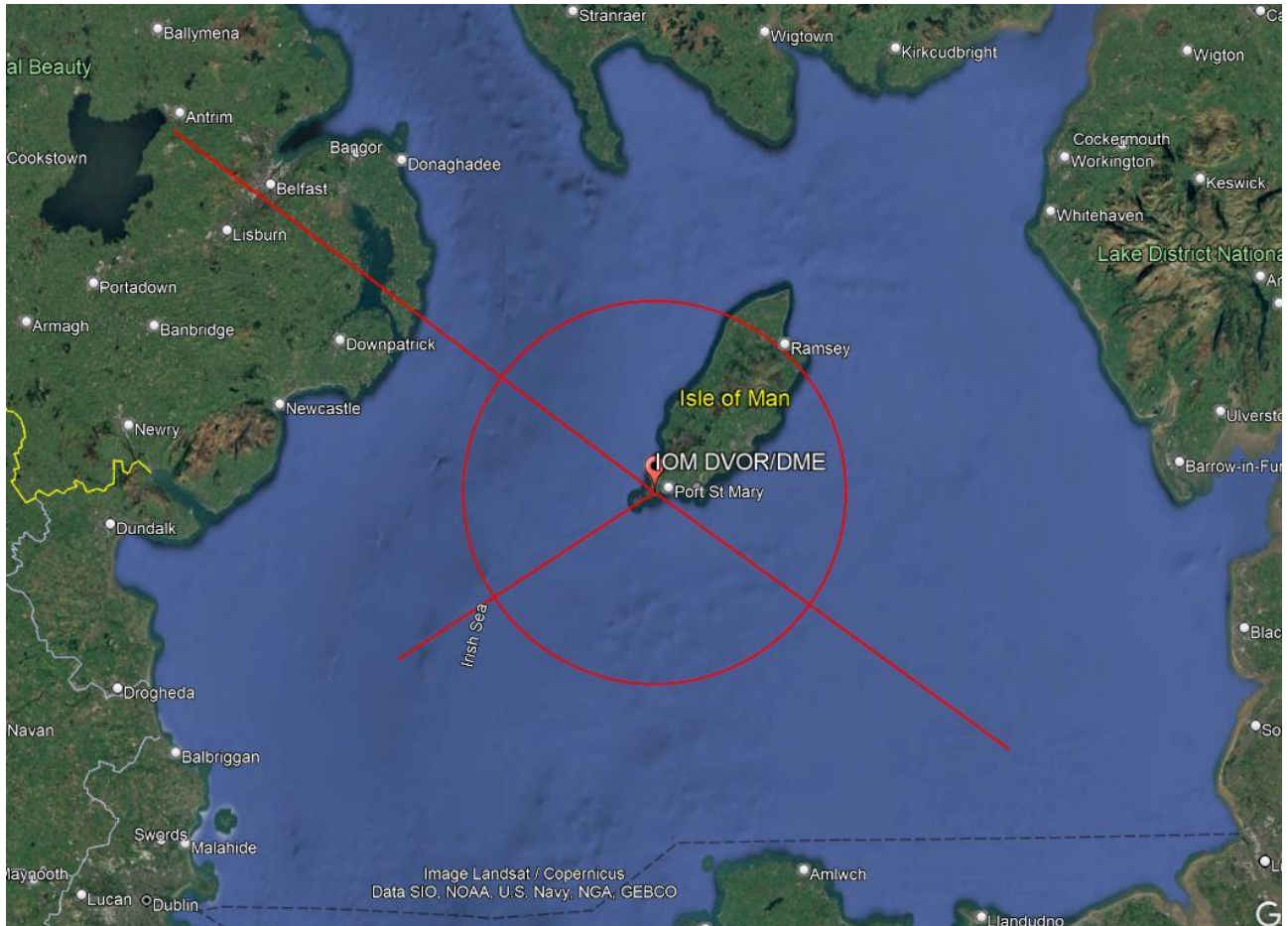
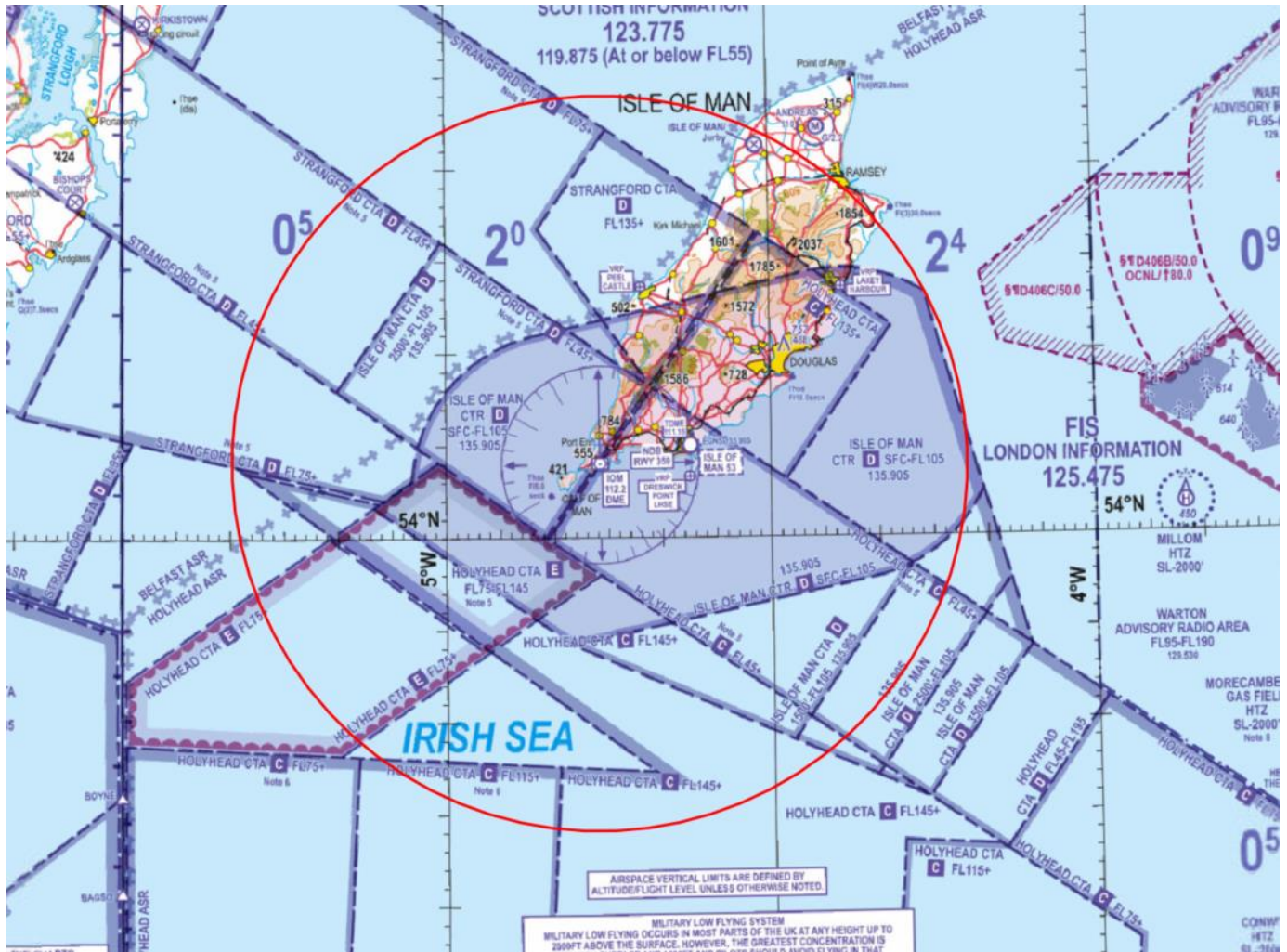
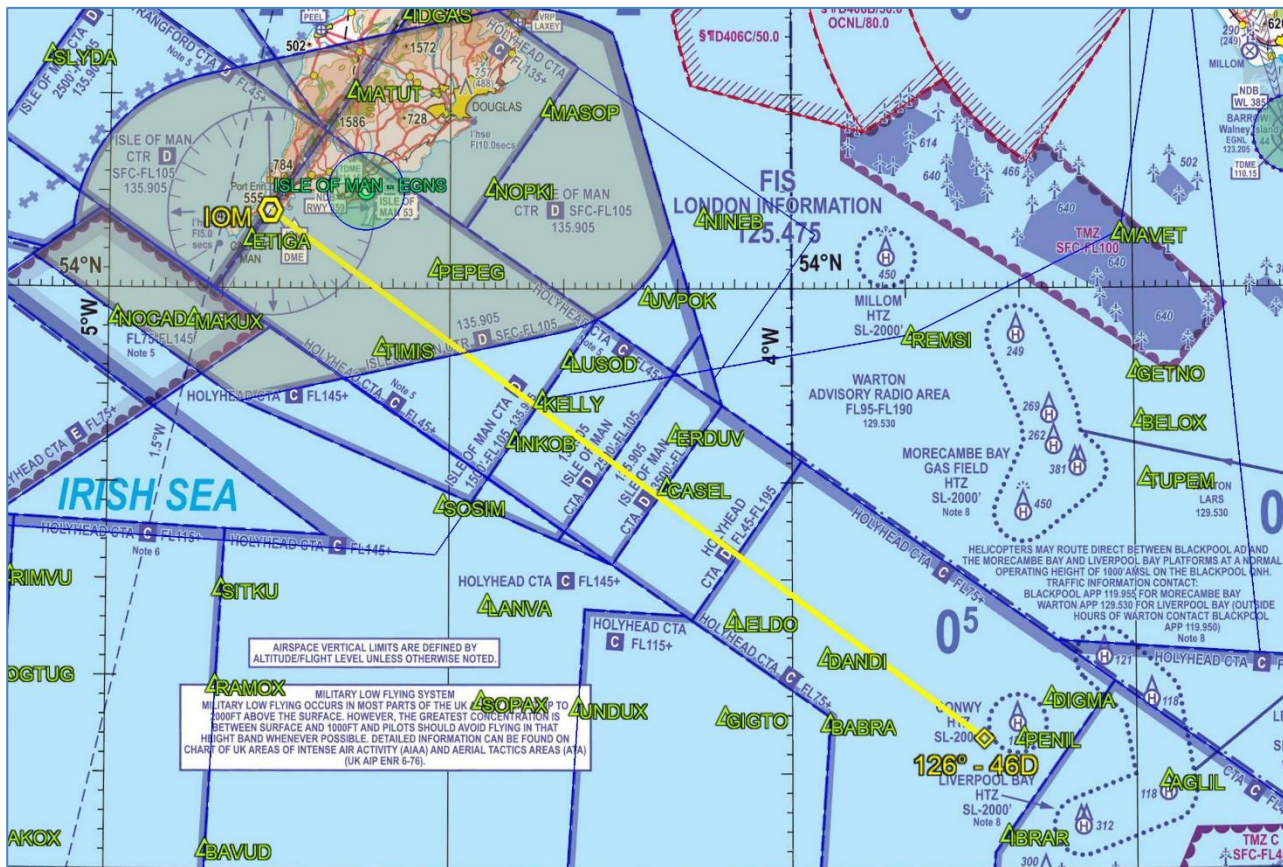
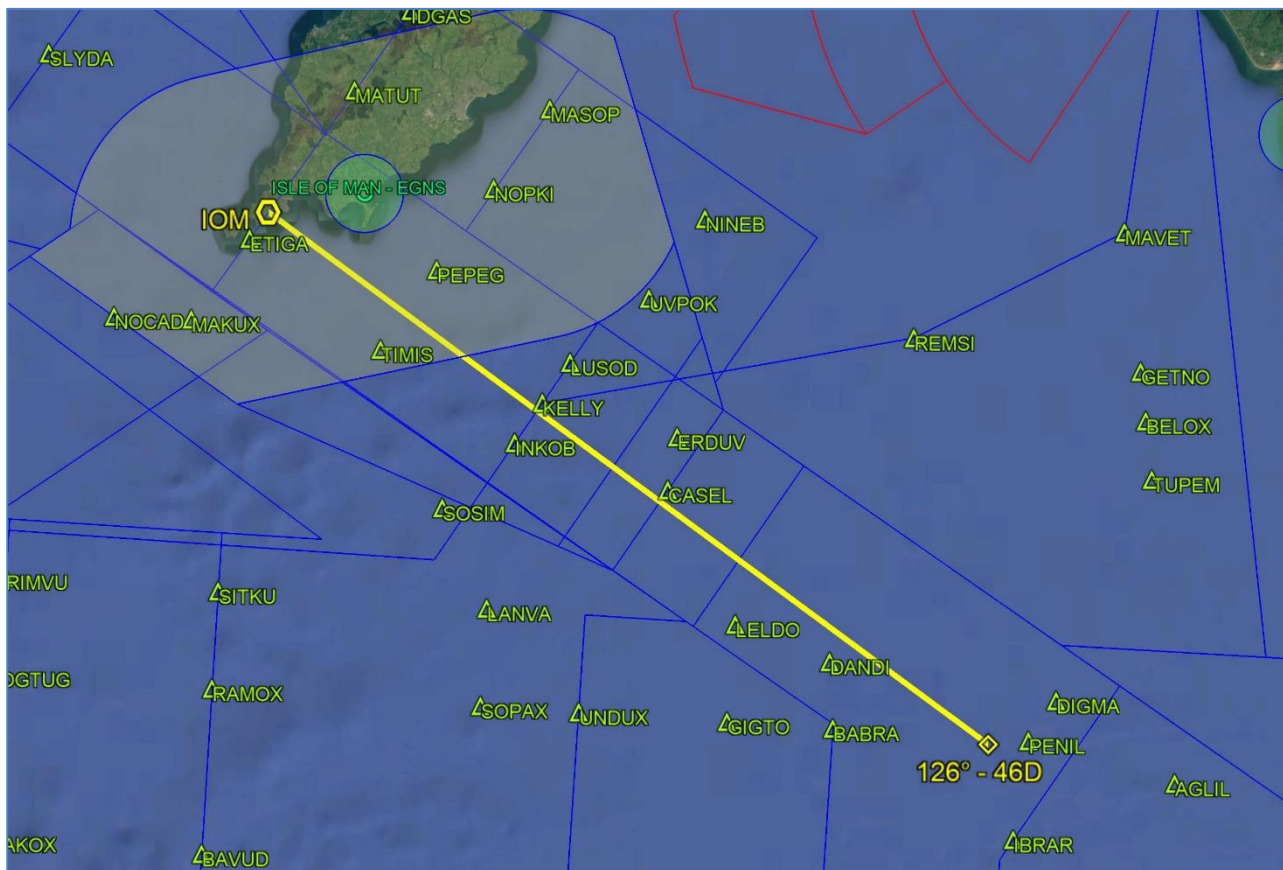


Chart 2 – Serial A1 20 NM orbit at 3000ft IOM QNH

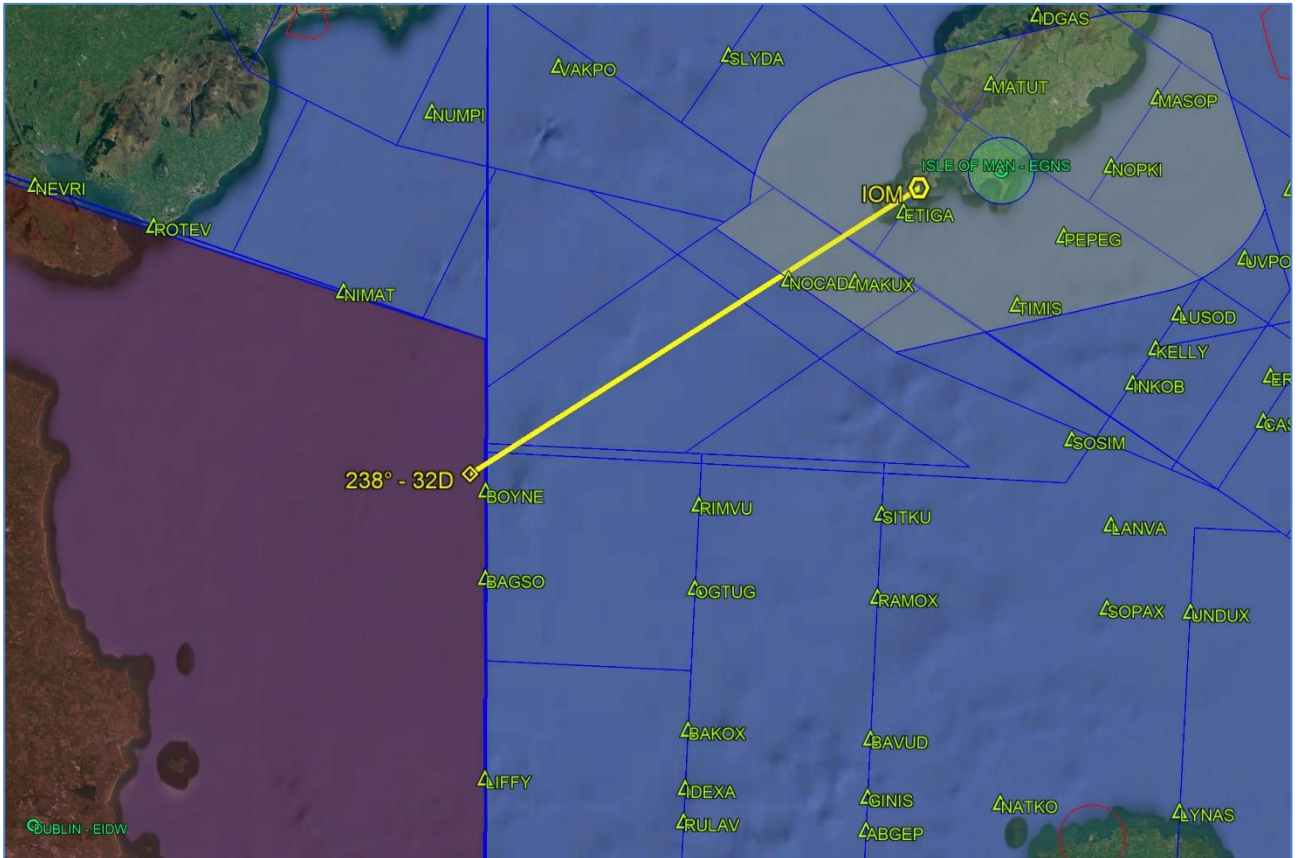


Charts 3 & 4 – Serial A2 FL45 climbing to FL75



Charts 5 – Serial A3

FL75



Charts 6 & 7 – Serial A4
FL45

