OFFICIAL - Public. This information has been cleared for unrestricted distribution.							
AIRSPACE CO-ORDINATION NOTICE							
Safety and Airsp							
ACN Reference:	Version:	Date:	Date of Original				
AR-2025-1046	1.0	07/03/2025	28/02/2025 C	ivil Aviation Authority			
ΝΑΥΔΙΟ Ο							
ISLE OF MAN DVOR (Thales)							
NDS							
Subject to NOTAM: No							
Date(s) of activity/Validity:			Times - ALL TIMES UTC ¹				
12 Mar 25 – 30 Jun 26			07:00 – 19:00 (08:00 – 20:00)				
Vertical Limits:			Allocated Mode 3A (SSR):				
3,000ft AMSL – FL75			0024				
Aircraft Details:			NDS Approved:				
Type:B200 or DA-42Callsign:CLB TBN			Yes – Subject to the Conditions in Section 2				
Event Sponsor(s):			Aircraft Operator(s):				
The Operations Off Thales Flight Inspe Teesside Internatio Darlington DL2 1LU 01325 335346	ction Servic	e	The Operations Officer Thales Flight Inspection Service Teesside International Airport Darlington DL2 1LU 01325 335346				
ATS Units/ Controlling Agencies:			Geographical Limits:				
Belfast / Aldergrove Dublin ACC Isle of Man Prestwick AC Info: Belfast City		Pri: 07920877721 Sec; 028 9448 4292 +35318445962 01624 827548 01294 655300					
Airspace Reservations:							
Nil							
Departure/Destina	tion Aerod	rome(s)	ACN Issued by:				
EGTD or EGNS			AU3				

¹ <u>AIS Temporal Reference System</u>: 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 <u>http://www.nats-uk.ead-it.com</u>

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: <u>AROps@caa.co.uk</u> Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct a routine calibration of the Isle of Man (IOM) DVOR.

16. This ACN does not constitute permission to operate within the Shannon FIR. The sponsor is responsible for obtaining the appropriate approvals and permissions for this airspace.

17. **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. The actual start time for the calibration will be subject to ATC approval.

18. For notifying flights within the Shannon FIR, or flight within airspace delegated to Shannon/Dublin, the sponsor is requested to contact the Station Manager at Dublin in the first instance (+353 1 844 5962).

19. **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. At all other times, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*,) and attracts no priority.

20. **Serials.** The aircraft is required to conduct the following serials. Serial A1 must be completed before any other serial, however the subsequent order is non-specific:

<u>Serial</u> <u>No</u>	Description	Altitude/FL	Notes
A1	20NM Orbits	3,000ft IOM QNH	2 x Orbits EGNS 1 clockwise, 1 anticlockwise
A2	R126 to 46D	FL45 climbing	
	(Area Nav Route L10 IOM-WAL)	to FL75	
A3	R237 to 32D (Area Nav Route Y911 (IOM-BOYNE)	FL75	
A4	R307 to 63D (Area Nav Route L10 IOM-BELZU)	FL45	

21. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.

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

- a. Isle of Man Freq On request
- b. Warton Freq On request

24. 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

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

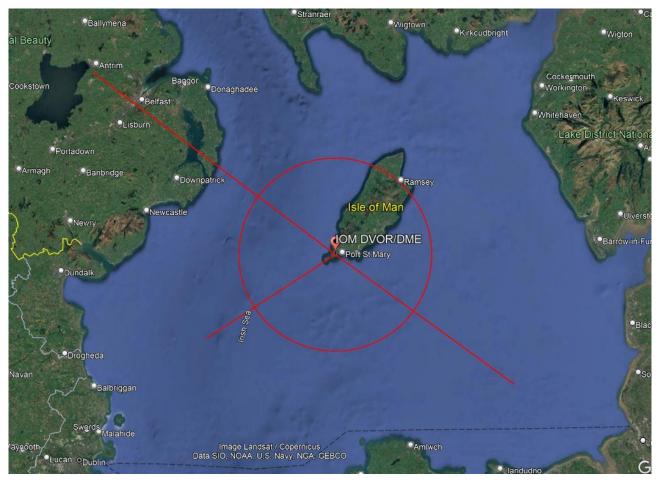


Chart 1 – Overview

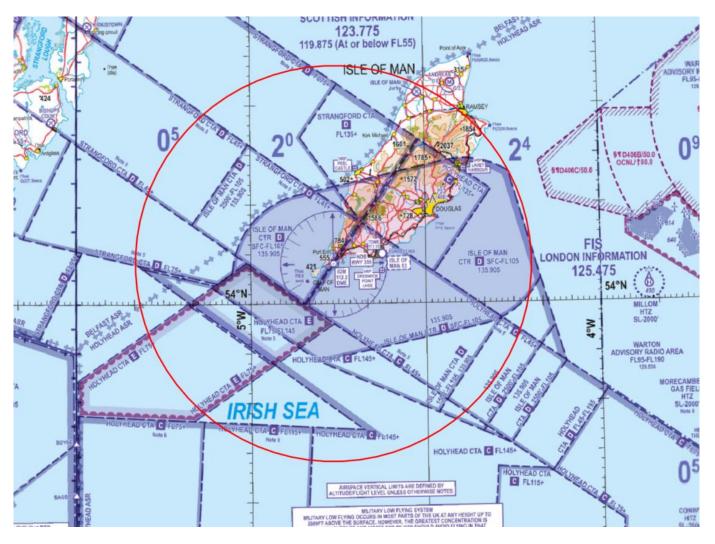
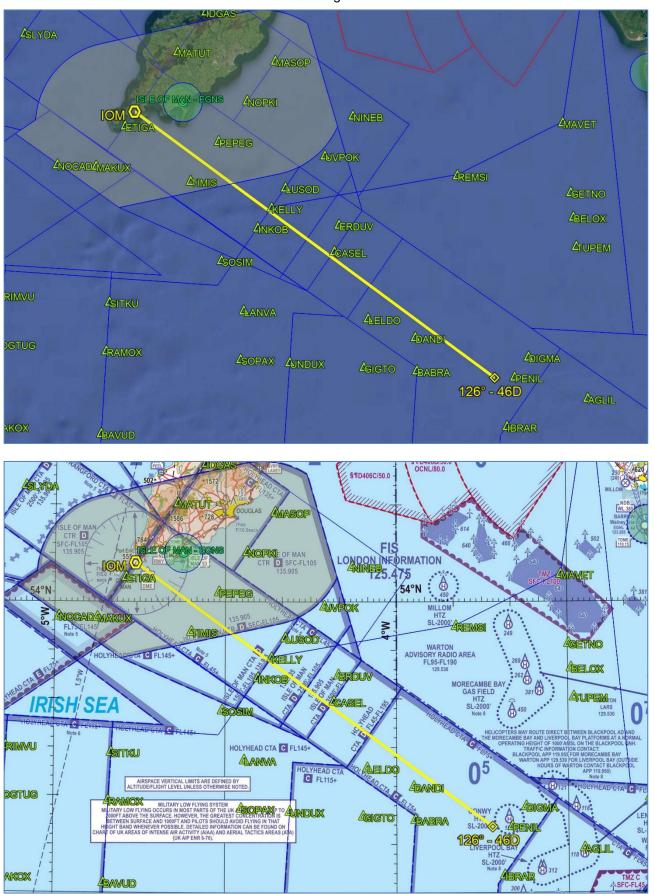
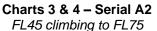
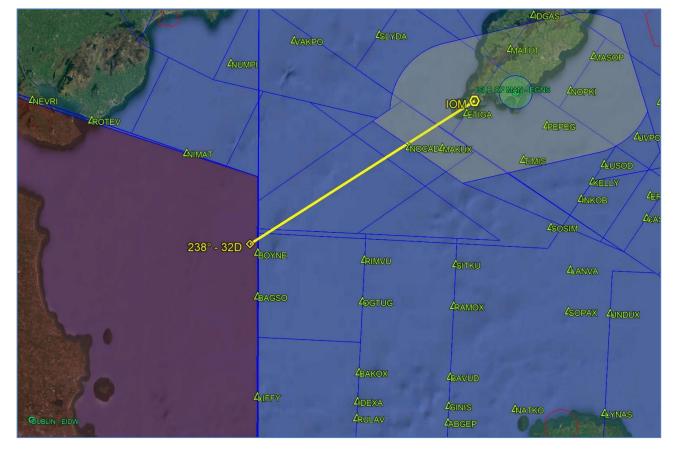


Chart 2 - Serial A1 20 NM orbit at 3000ft IOM QNH







Charts 5 – Serial A3 FL75

Charts 6 & 7 – Serial A4 *FL45*



