

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation
Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2025-2487	1.0	05/06/2025	29/05/2025

NAVAID CALIBRATION TALLA VOR/DME

NDS

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

05 Jun 25 – 31 Jul 27

Times (ALL TIMES UTC)

0800z-2000z

Vertical Limits:

6,000ft AMSL – FL95

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA42/B200

Callsign: CLB xxx

NDS Approved:**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

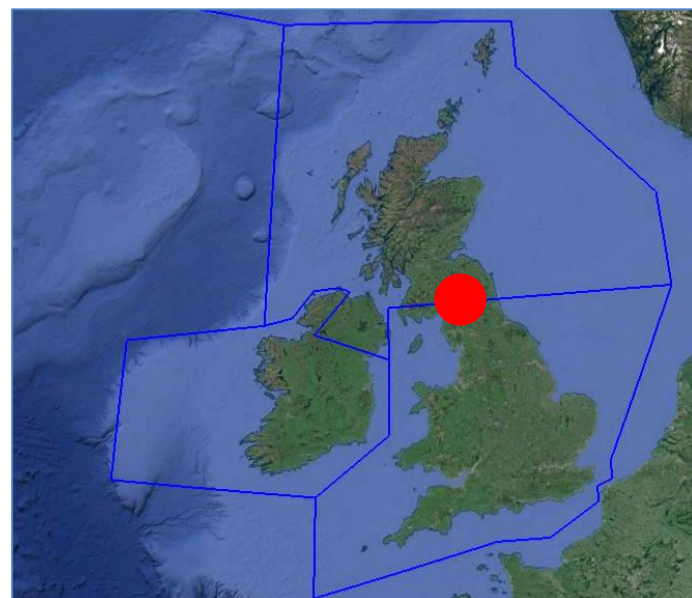
Aircraft Operator(s):

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

01325 335346

ATS Units/**Controlling Agencies:**

Edinburgh	0131 348 4828
Glasgow	0141 840 8029
Prestwick ACC	01294 655300
Spadeadam	01697 749485

Geographical Limits:**Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)

EGNV

ACN Issued by:

AU7

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 survey. 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(Mil), Swanwick(Mil) 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 required to conduct a routine calibration of the Talla VOR/DME.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 24 hours 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, (*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. **ATS Provision – Inside 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 – Outside CAS.** Some elements of the calibration are within the lateral limits of the following ATS units:

- a. Edinburgh 121.205 MHz
- b. Glasgow 119.105 MHz
- c. Spadeadam 128.725 MHz

20. Provision of an ATS by any unit is subject to surveillance coverage, operating hours and controller availability/workload.

21. **Serials.** The aircraft is required to conduct the following serials:

<u>Description</u>	<u>Alt/FL</u>	<u>Notes</u>
Minimum 2 x 20NM Orbits	5,000ft Talla QNH	1 x anti-clockwise, 1 x clockwise
Area Nav Route N601	FL85-FL95	Radial 158 0-67nm
Glasgow TALLA 6B SID	6000ft	Radial 314 0-43nm
Edinburgh TALLA 6C SID	6000ft	Radial 344 0-26nm

SECTION 3

Area of Operation

22. Charts highlighting the area of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview

