

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-10088	1.0	09/02/2026	28/01/2026

NAVAID CALIBRATION Kelsall DME (FCSL)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times -
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09 Feb – 31 Aug 26	2300 – 0700z
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Vertical Limits:	Allocated Mode 3A (SSR):
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3,500ft AMSL – FL170	Tactically Issued by ATC
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Aircraft Details:	NDS Approved:
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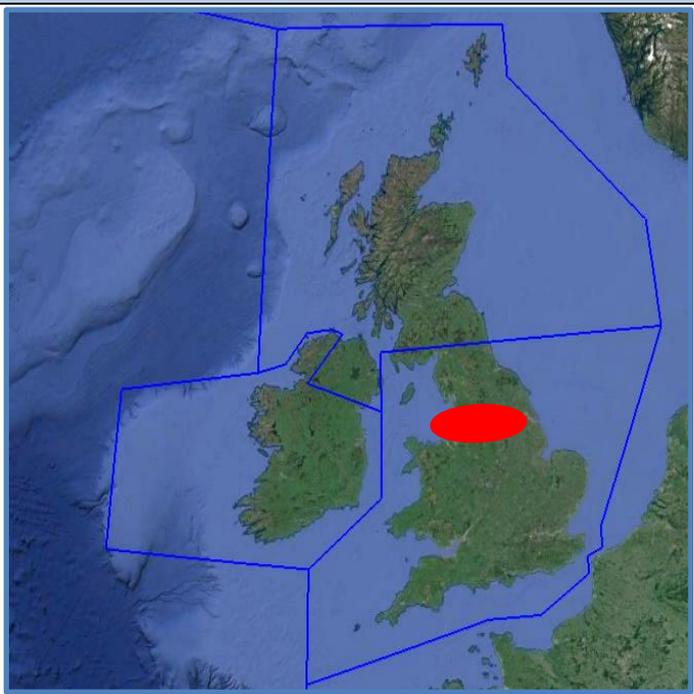
Type: DA62 Callsign: VOR02/FlightCal02	Yes – Subject to the Conditions in Section 2
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Event Sponsor(s):	Aircraft Operator(s):
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Richard Handford NATS CTC 4000 Parkway, Whiteley, Fareham, PO15 7FL Tel: 01489 615365 Richard.Handford@nats.co.uk	Flight Calibration Services (Attn: Chris Tutt) Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 operations@flight-cal.com
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Manchester	0161 209 2836
Liverpool	0151 9071542
Leeds Bradford	0113 391 3282
<i>For info – Blackpool, Hawarden, Shawbury, Warton, Humberside</i>	



Airspace Reservations:

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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGGP	AU7
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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 required to conduct a special inspection of the Kelsall DME.
16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 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.
18. **Serials.** The aircraft is required to conduct the following serials:

<u>Serial No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	Position 25NM from DME to commence 25NM anti-clockwise Orbit	4,000ft AMSL	1 x 360° Orbit
A2	R041 from DME to 60D	FL70	
A3	R306 from DME to 60D	FL70	
A4	R283 to 37.3D (Manchester RNAV STAR LISBO 1M/OTBED 1M -GOLES to POL)	FL170 descending to FL70	
A5	R179 to approx. 18D (Manchester SID POL 4S 1Z)	5,000ft AMSL	
A6	R147 to 19D (Manchester TMA NE Boundary from N535110 W0020348 to N533713 W0014830)	3,500ft AMSL	
A7	R082 to 23D (XUMAT to Waypoint A - N533030 W0015500)	3,500ft AMSL	

19. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.
20. **Air Traffic Service (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.
21. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following unit:
- a. Warton Freq 129.530
 - b. Humberside Freq 119.130
22. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1 or AD2 shall be notified via NOTAM.
23. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and within active TRAs and is subject to Unit

capacity. The Units providing this service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact. A FPL should be filed and include the following addresses:

- a. EGZYOATT Swanwick Mil (78 Sqn)
- b. EGTTFZC Western Radar

24. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

25. Between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

26. **Danger Areas (DAs).** Access to any DA is subject to military 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.

27. **Temporary Reserved Areas (TRA).** Access to TRA001 and TRA002 for Serial A3 is subject to the restrictions and requirements stipulated in the UK AIP – ENR 1.1 (Para 5.1.5).

SECTION 3

Area of Operation

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

Chart 1 – Serial A1 25nm orbit

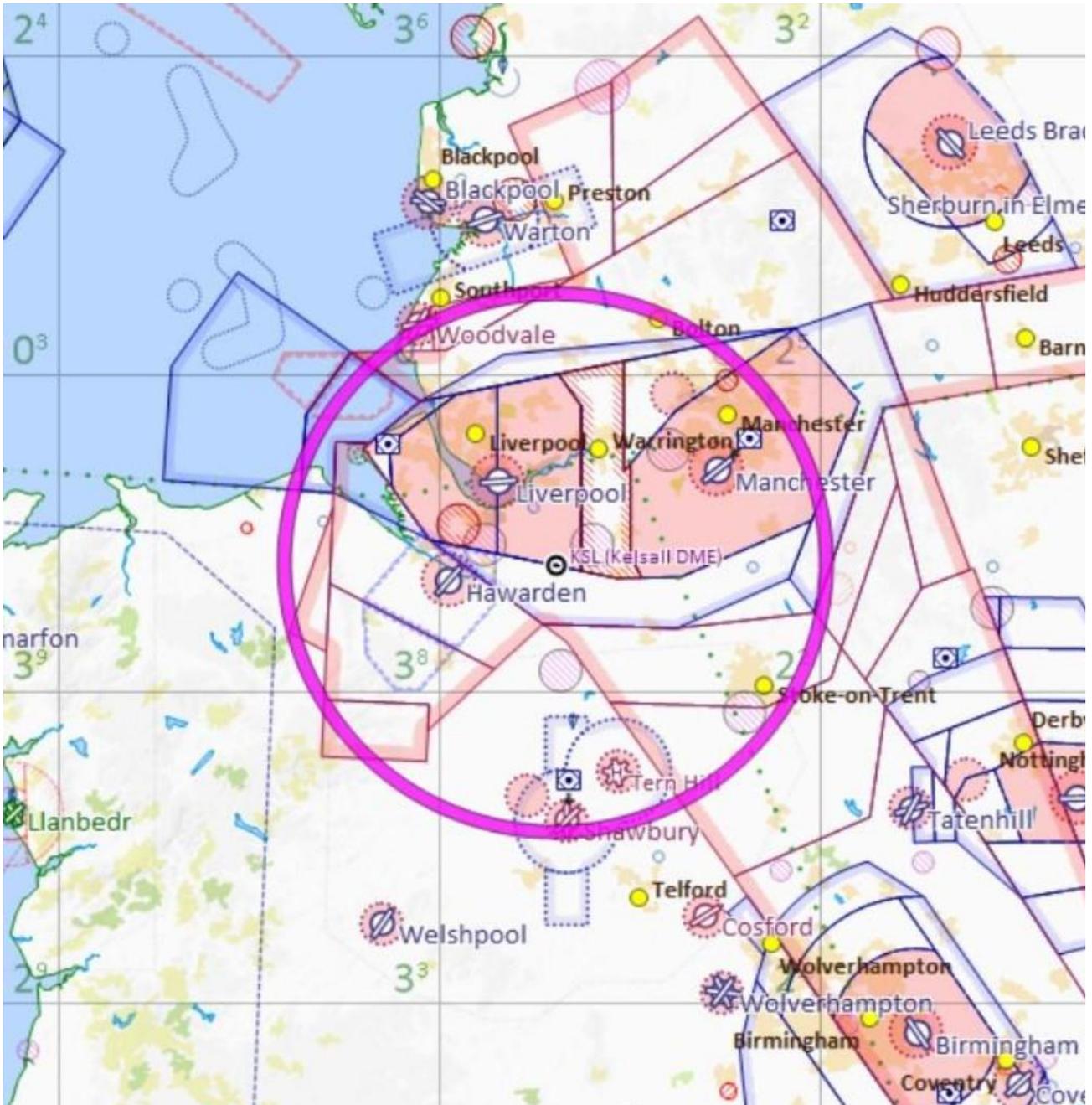


Chart 2 – Serial A2 R041 – 60D

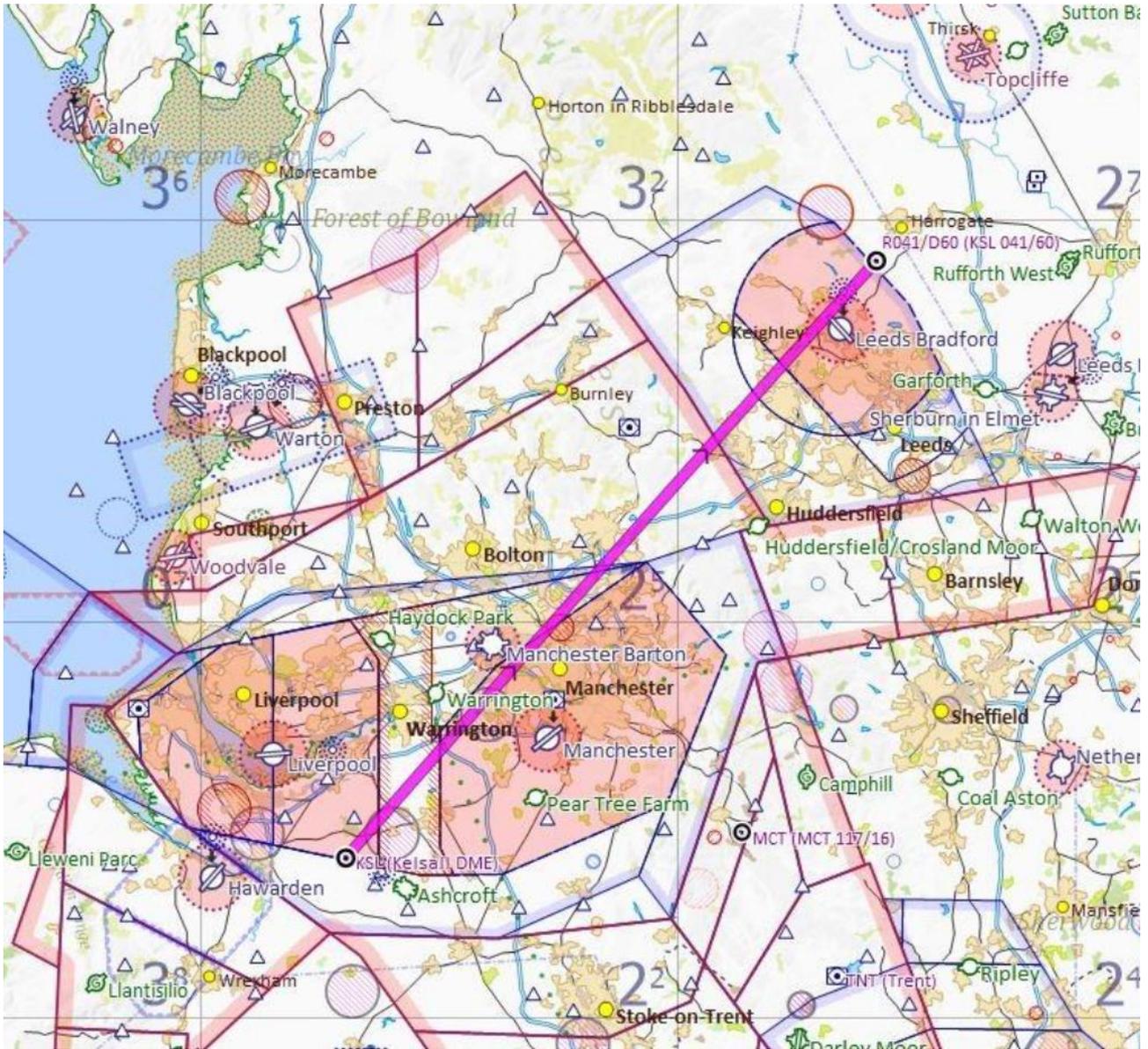


Chart 3 – Serial A3 R306 – 60D

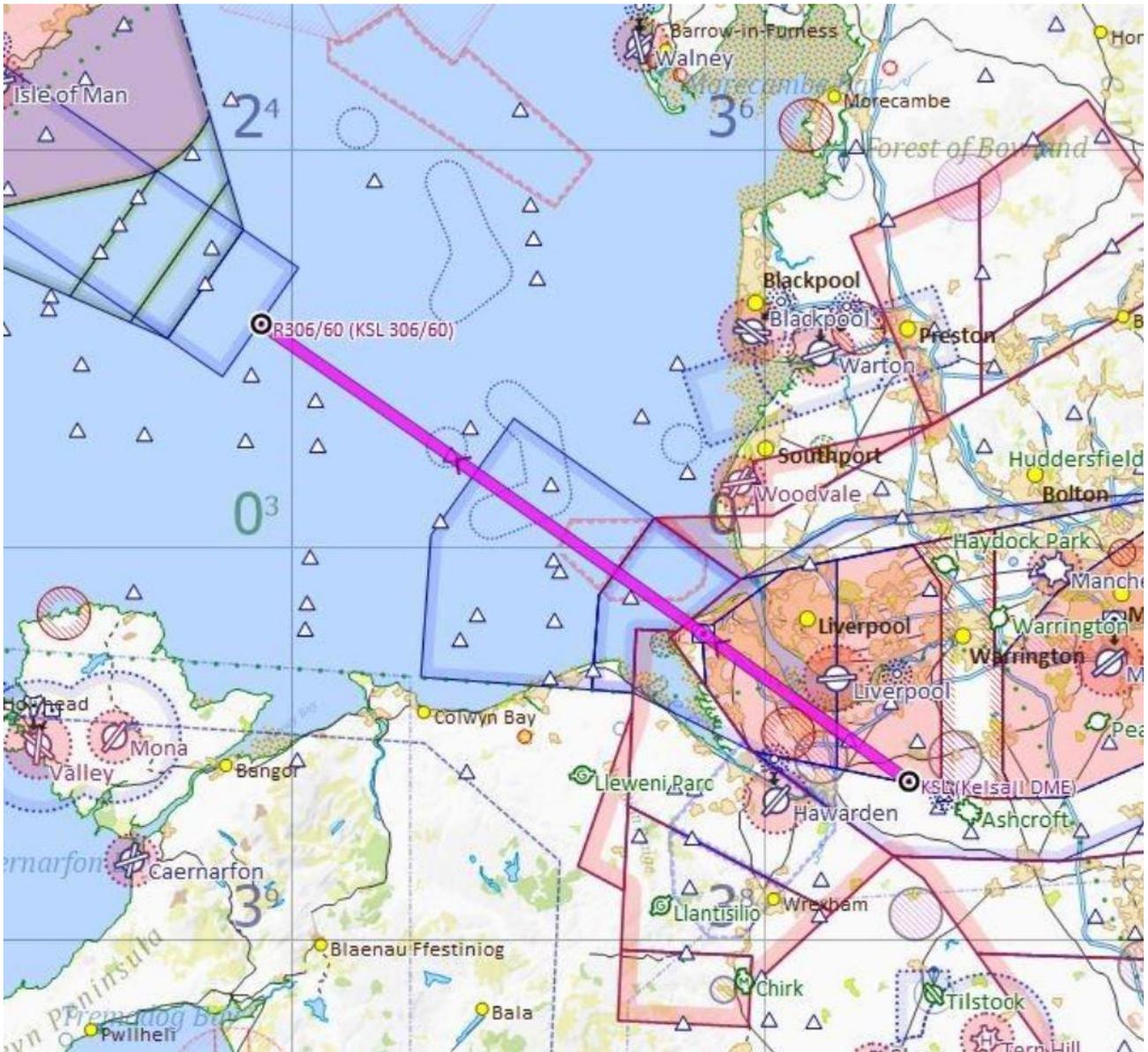


Chart 4 – Serial A4 R283 to 37.3D (Manchester RNAV STAR LISBO 1M/OTBED 1M)

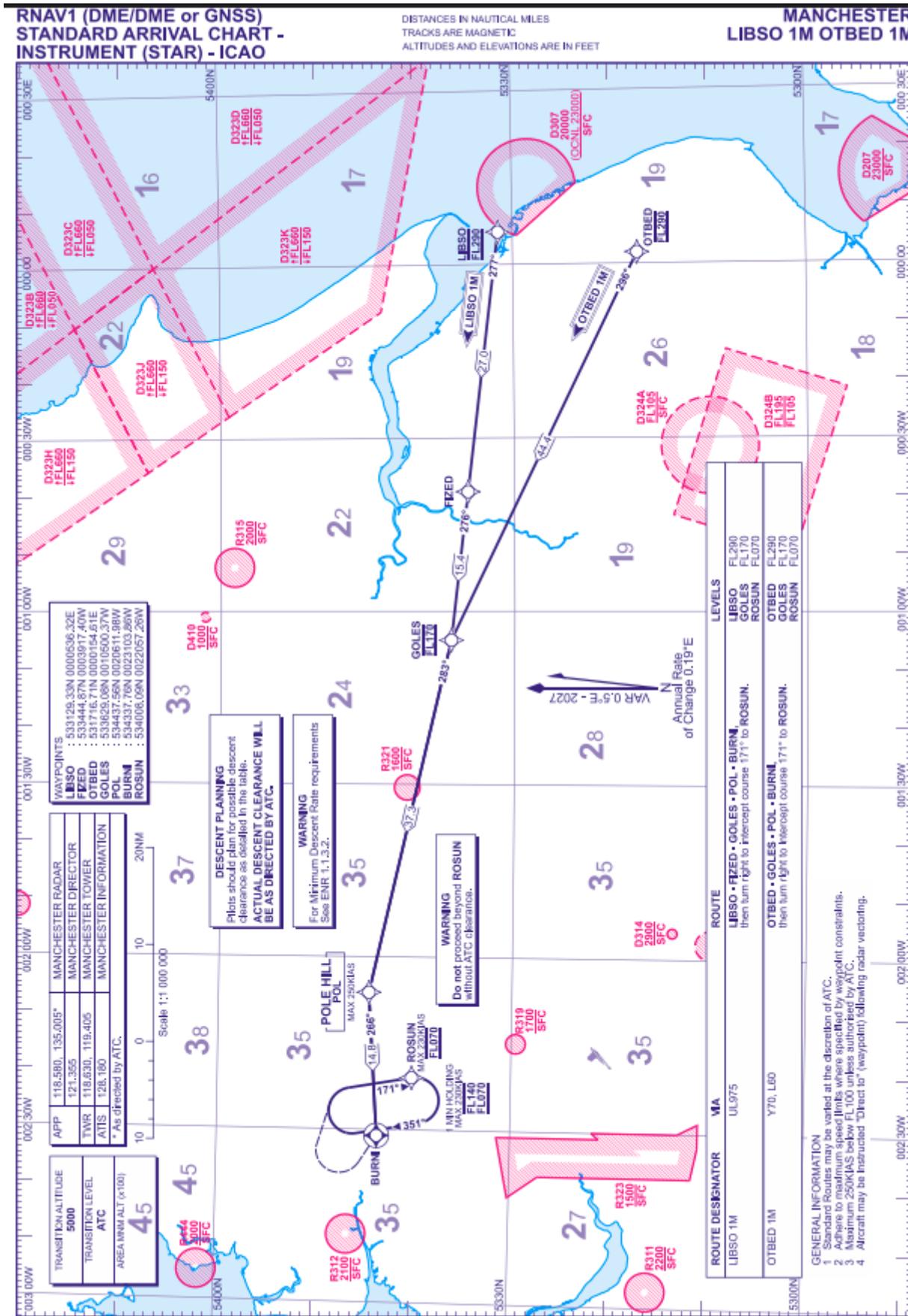


Chart 5 – Serial A5 – R179 to approx. 18D (Manchester SID POL 4S 1Z)

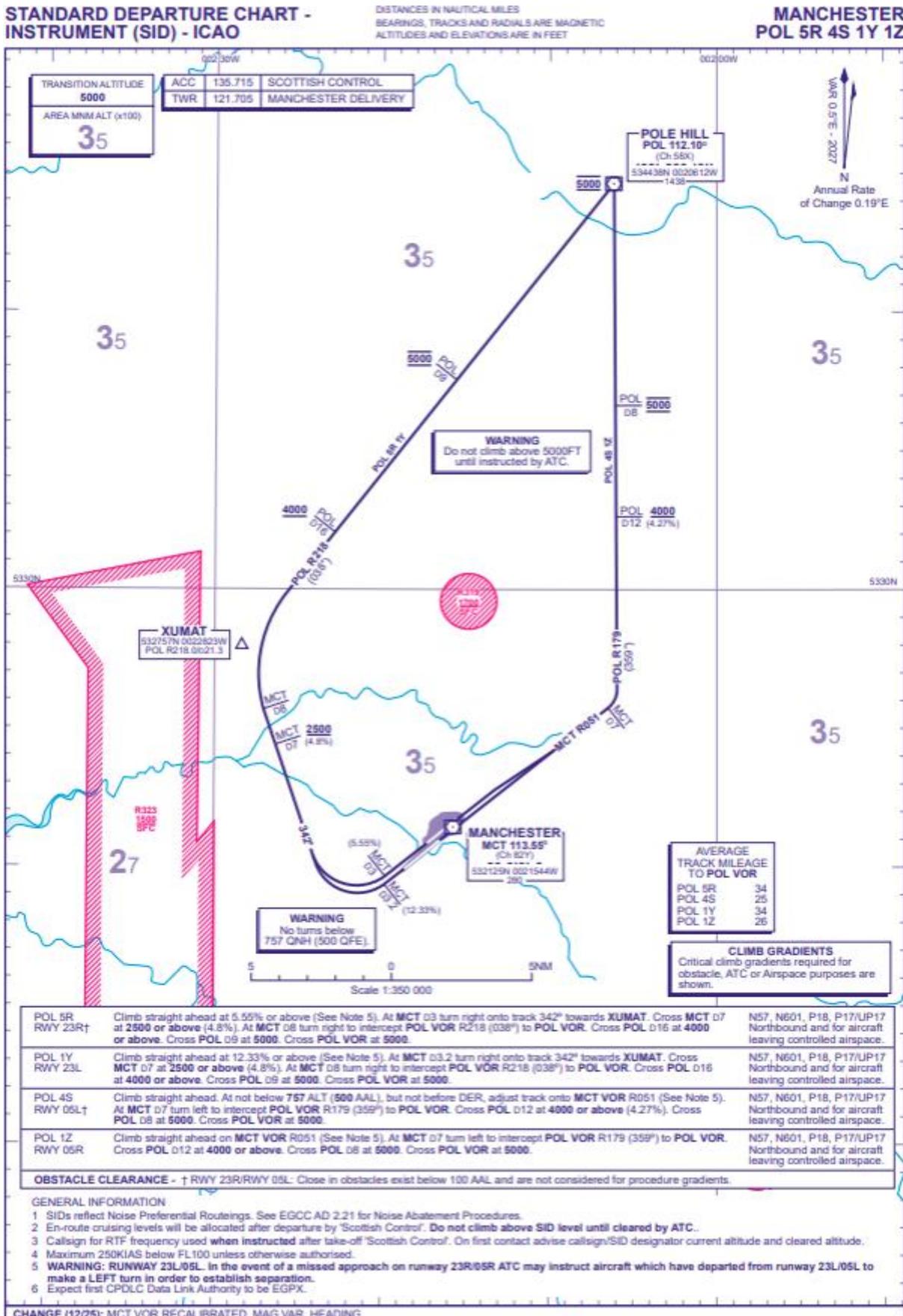


Chart 6 – Serial A6 - R147 to 19D (Manchester TMA NE Boundary)

