

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-05-0059	1.0	20/04/2023	12/04/2023

## NAVAID CALIBRATION YEOVILTON TACAN

### NDS

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times - ALL TIMES UTC <sup>1</sup>
01 <sup>st</sup> May 2023 – 30 <sup>th</sup> November 2025	08:00 – 20:00 (07:00 – 19:00)

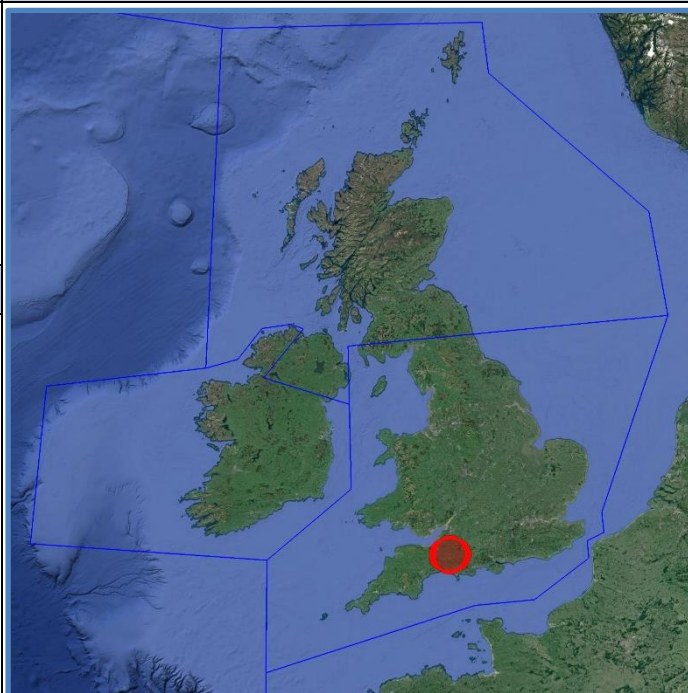
Vertical Limits:	Allocated Mode 3A (SSR):
50ft <b>AGL</b> – 3,000ft AMSL (DY QNH)	0024

Aircraft Details:	NDS Approved:
Type: B200 / DA42 Callsign: CLBxxx	<b>Yes</b> – <i>Subject to the conditions in Section 2</i>

Event Sponsor(s):	Aircraft Operator(s):
Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346

ATS Units/ Controlling Agencies:	
Boscombe Down	01980 663246
Bournemouth	01202 364150
Bristol	01275 473714
Cardiff	01446 712562
Exeter	01392 354918
Plymouth Mil – East	01752 557808
Yeovilton	01935 455243

**Geographical Limits:**



Airspace Reservations:		
EG D012	Lyme Bay North	01752 557752
EG D013	Lyme Bay	01752 557752
EG D014	Portland	01752 557752
EG D017	Portland	01752 557752
EG D021	Portland	01752 557752
EG D026	Lulworth	01929 404859
EG D119	Bridgewater Bay	01935 455449
EG D123	Imber	01980 674710
EG D124	Lavington	01980 674710
EG D125	Larkhill	01980 674710
PJE	Dunkerswell	01404 891690
PJE	Keovil	01993 895521

Departure/Destination Aerodrome(s)	ACN Issued by:
EGDY, EGNV	AS3

<sup>1</sup> [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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

## SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a flight calibration of the Yeovilton Tactical Air Navigation (TACAN) system. The calibration is broken into three elements: the orbit and radials and the approach. This ACN only covers the orbits and potential radials as the approach element can be conducted under normal ATM procedures.

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. Yeovilton ATC are responsible for conducting any necessary coordination with adjacent impacted Air Traffic Service (ATS) Units (ATSUs).

18. **Times.** This calibration can be conducted during the day, subject to agreement with Bristol. In the event that a significant impact to ATC operation is unavoidable, the sponsor may have to conduct this calibration at night. Should a radial be chosen that impacts Bournemouth or Cardiff, then the sponsor should be aware that the flight may need to be conducted at a quieter period or at night.

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

20. **Levels.** The sponsor will inform ATC of the required altitudes to be flown. All activity will be conducted in reference to the Yeovilton (DY) QNH.

21. **Orbit.** A minimum of orbits are expected to be flown at 3,000ft (DY QNH) at a range of 20nm from the antenna however, more may be required subject to engineering requirements. The orbits can be flown either clockwise or anti-clockwise.

22. **Radials.** Radials between 30nm to 10nm may be required to be flown in any sector that fails to meet the required specification. As per para 19, NDS only applies when on a measured run (within CAS) and ATS providers may request the aircraft hold or delay planned legs to reduce the overall impact to GAT operations at Leeds/Bradford or Teesside.

23. **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.

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

- |                         |   |
|-------------------------|---|
| a. Boscombe Down        | 126.700 MHz                                   |
| b. Bournemouth          | 119.480 MHz                                   |
| c. Bristol <sup>2</sup> | 125.650 MHz                                   |
| d. Cardiff              | 119.155 MHz                                   |
| e. Exeter               | 129.980 MHz                                   |
| f. Plymouth Mil         | 124.150 MHz                                   |
| g. Yeovilton            | 127.350 MHz <b>Primary Controlling Agency</b> |

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<sup>2</sup> ATS provision from Bristol is limited to services just prior to entering CAS, within and on initially on leaving CAS.

25. 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.

26. **Danger Areas (DAs).** Access to any DA is subject to range 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. Activity within the Salisbury Plain Training Area (SPTA) DA complex is routinely conducted during the following times/hours, meaning access may be very restricted:

- a. Mon, Wed, Fri 08:00 – 17:00
- b. Tue & Thu 08:00 – 21:00 (Winter) 08:00 – 23:00 (Summer)
- c. Weekends: Please contact SPTA Air Ops.

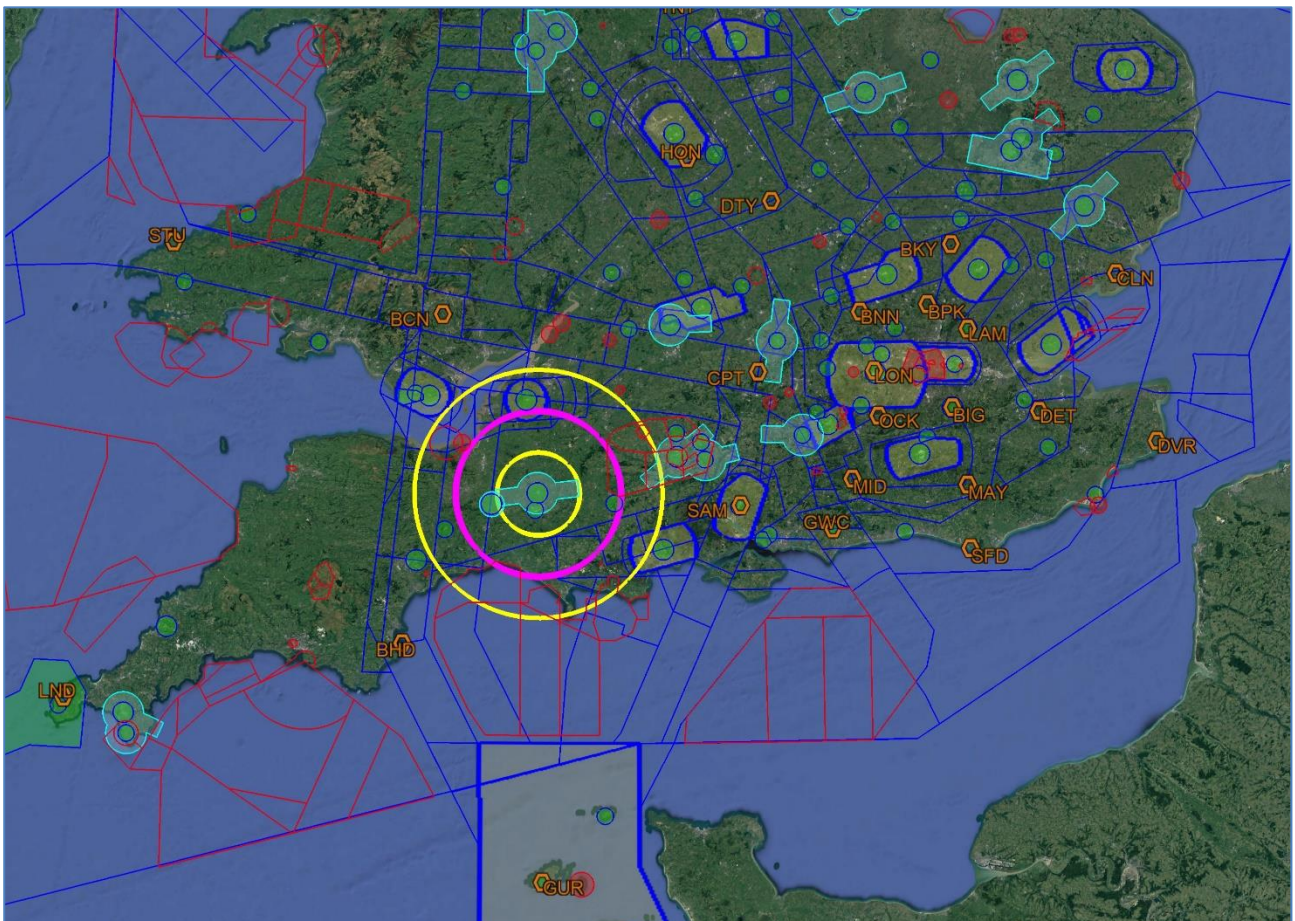
28. The above timings are outside of the (normal) published Live Firing Range timings and will assist safe deconfliction. Please note, that on occasions, extensions either planned or short notice may be granted.

### SECTION 3

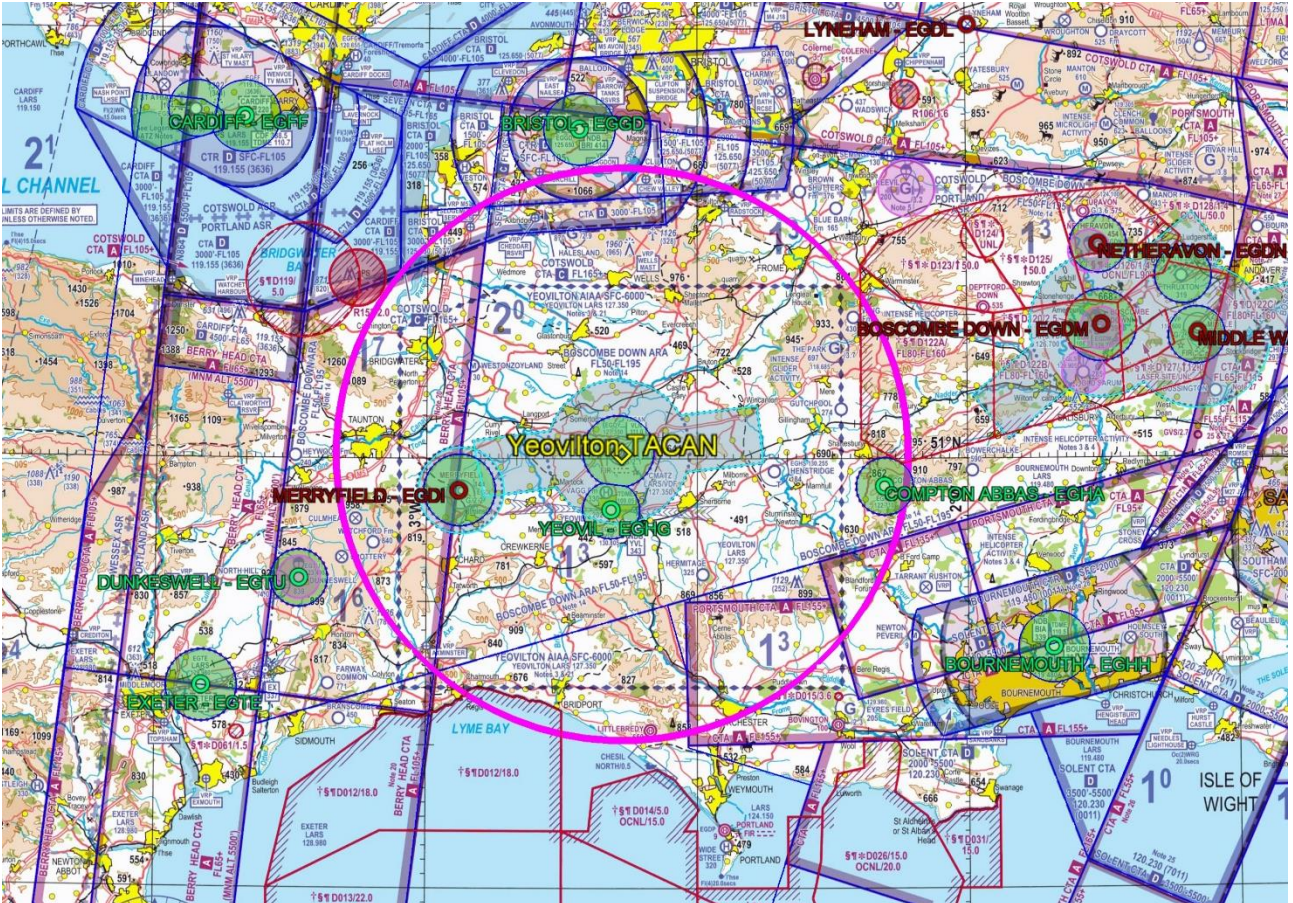
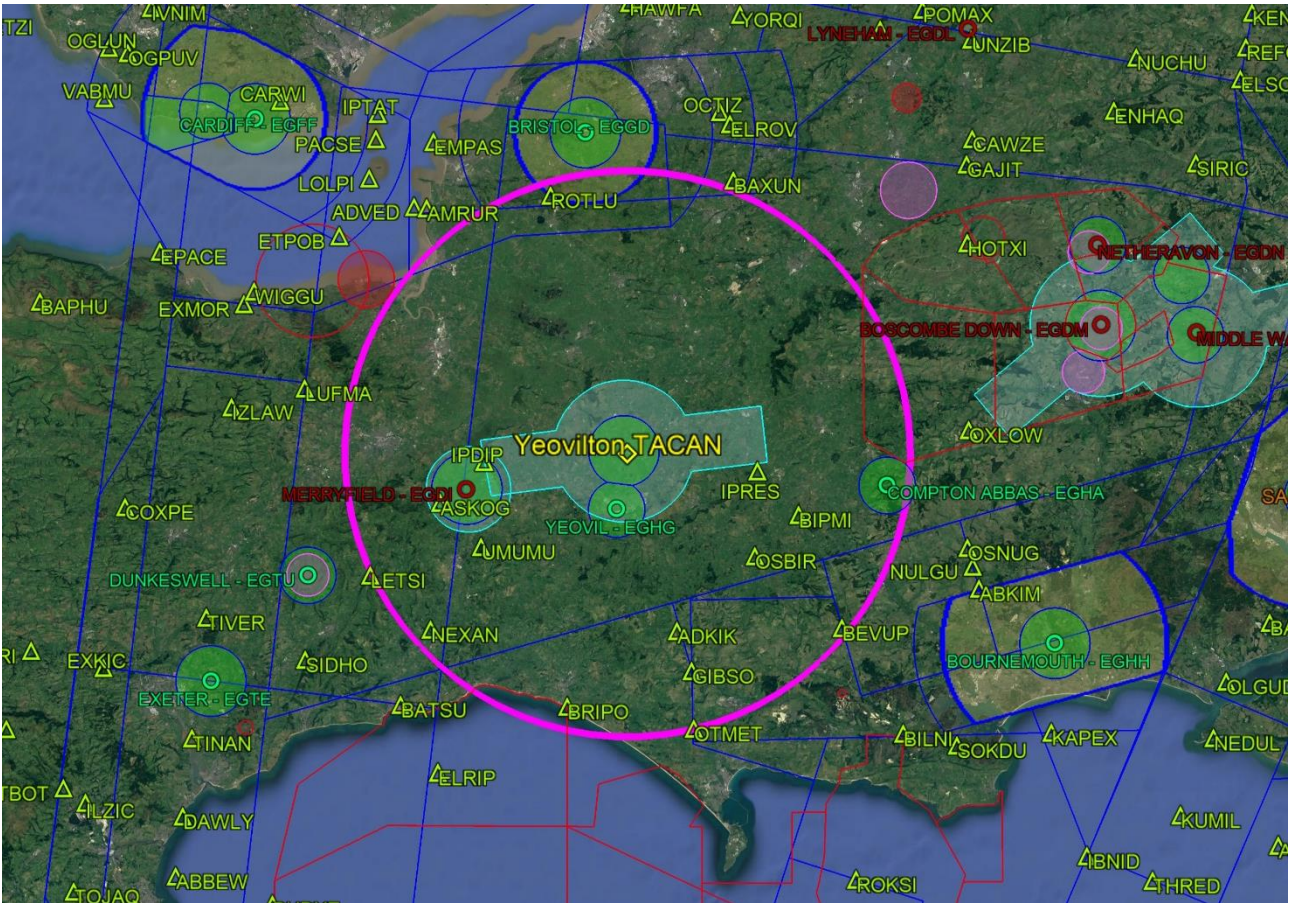
#### Area of Operation

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

Chart 1 – Overview



Charts 2 & 3 – 20nm Orbit



### Charts 4 & 5 – Area of Potential Radial Activity

