

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original	Civil Aviation Authority
AR-2025-3106	1.0	06/06/2025	29/05/2025	

NAVAID CALIBRATION MANCHESTER (MCT) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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06 Jun – 31 Dec 25

2200 – 0430 z

Vertical Limits:**Allocated Mode 3A (SSR):**

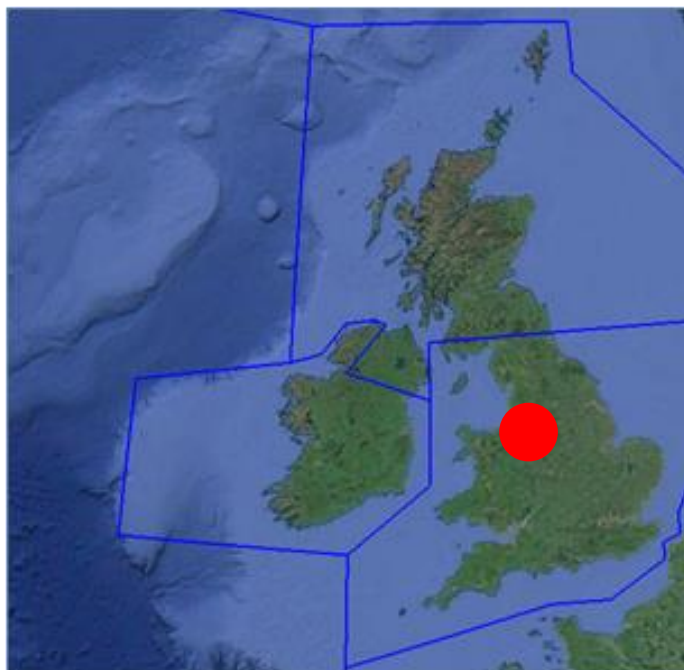
3,000ft AMSL – FL80

0024

Aircraft Details:**NDS Approved:**
 Type: DA62
 Callsign: Flight Cal 07
Yes – Subject to the conditions in Section 2**Event Sponsor(s):****Aircraft Operator(s):**
 NATS CTC
 4000 Parkway
 Whiteley
 Fareham
 PO15 7FL
 01489 615365
Richard.Handford@nats.co.uk

 Flight Calibration Services
 Calibration House
 17-19 Cecil Pashley Way
 Shoreham Airport
 Shoreham-by-Sea
 West Sussex
 BN43 5FF
 01243 538245
operations@flight-cal.com
**ATS Units/
Controlling Agencies:****Geographical Limits:**
 Manchester 0161 209 2836
 Prestwick ACC 01294 655300
 Info: Barton, Hawarden, Liverpool, Swanwick ACC, Swanwick Mil –
 West, Warton
Airspace Reservations:

Nil.

**Departure/Destination Aerodrome(s)****ACN Issued by:**

EGCC

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 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 routine calibration of the Manchester VOR/DME.

16. **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.

17. In addition to the notification above, the sponsor is to email Manchester Airport ATC Operations (manchesterairport.atcoops@nats.co.uk) with planned flight details at least one week prior to the flight. ATC Ops will then contact the sponsor to coordinate the task.

18. **Priority.** his 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.

19. **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 No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	Position 10NM from MCT VOR to commence 10NM anti-clockwise Orbit	3,500ft AMSL	2 x 360° Orbit with a reference check point of R137 at 20NM on both TX.
A2	R117 to 16D (RNAV Route L28 MCT-RODOL)	FL65	
A3	R288 to 53D (RNAV Route L28 MCT-PENIL)	FL80	
A4	Manchester RWY 05L, RWY 23R, RWY 05R and RWY 23L VOR/DME Approach Procedures.	3,000ft AMSL to 3,500ft AMSL	
A1	Position 10NM from MCT VOR to commence 10NM anti-clockwise Orbit	3,500ft AMSL	2 x 360° Orbit with a reference check point of R137 at 20NM on both TX.

20. **Air Traffic Service (ATS) Provision – 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. Manchester 118.580 MHz

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. 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

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

Chart 1 – 10nm Orbit

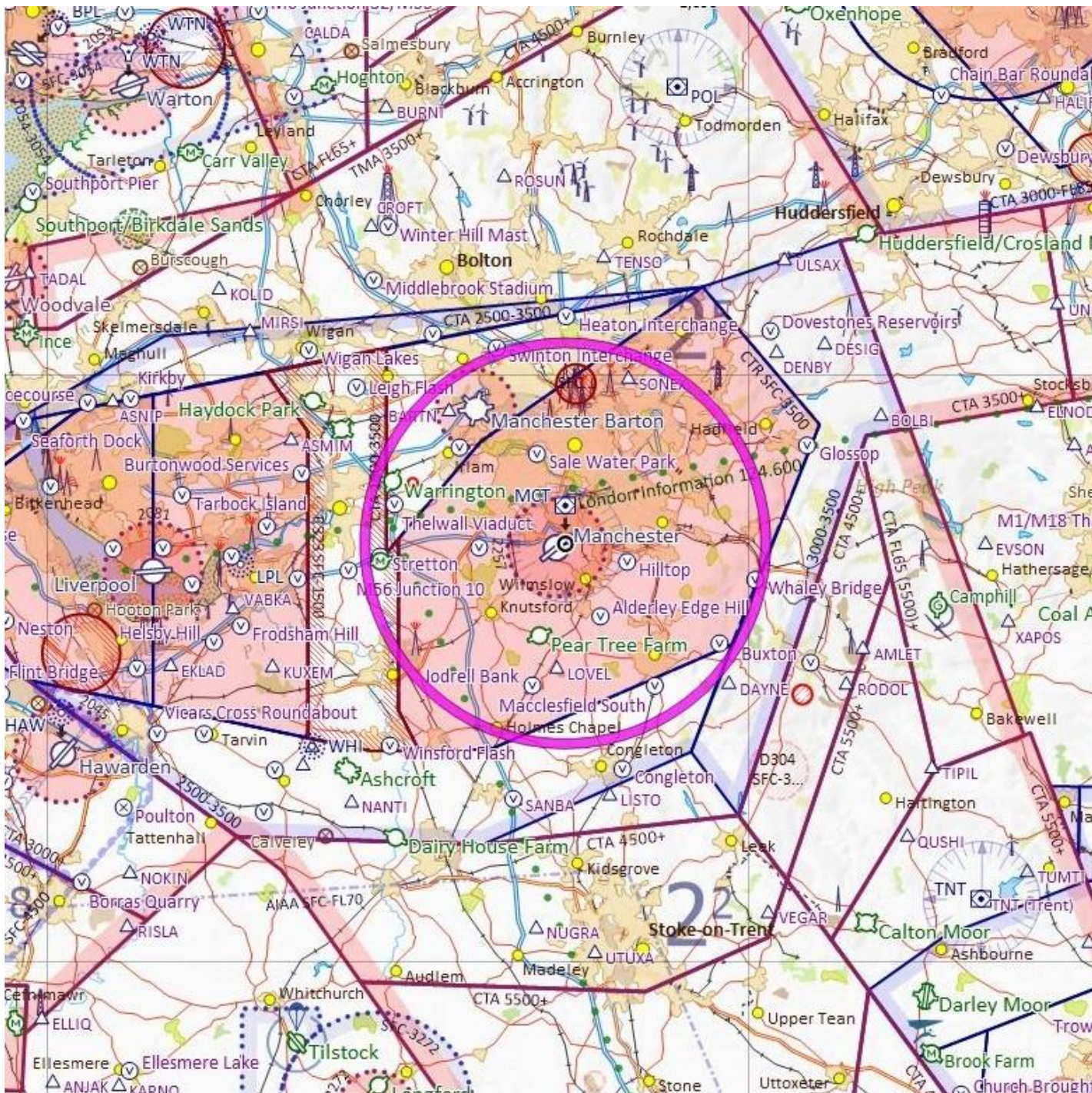


Chart 2 – R117 to 16nm

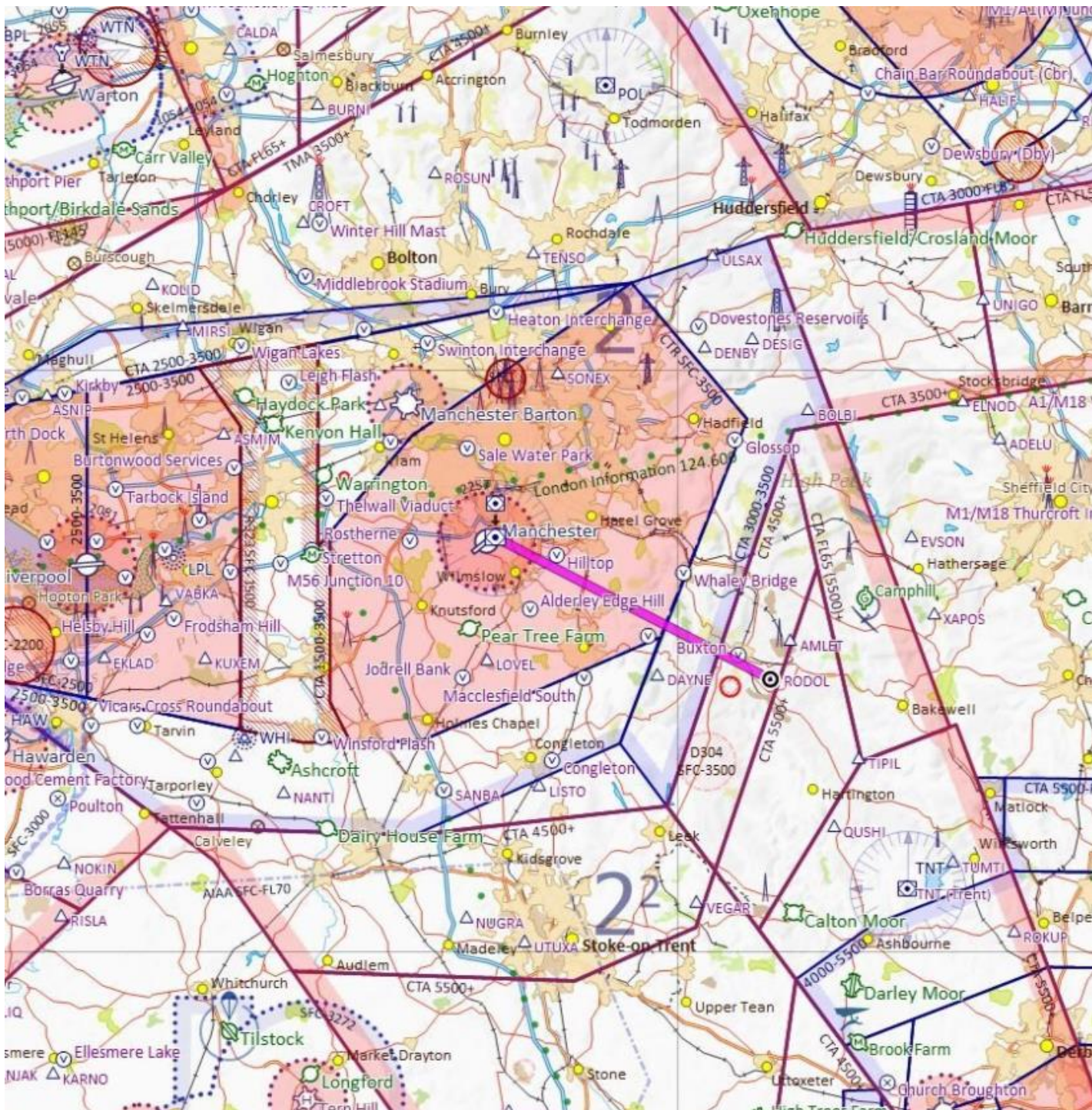




Chart 4 – RWY 05L VOR/DME

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 05L
 (ACFT CAT A,B,C,D)

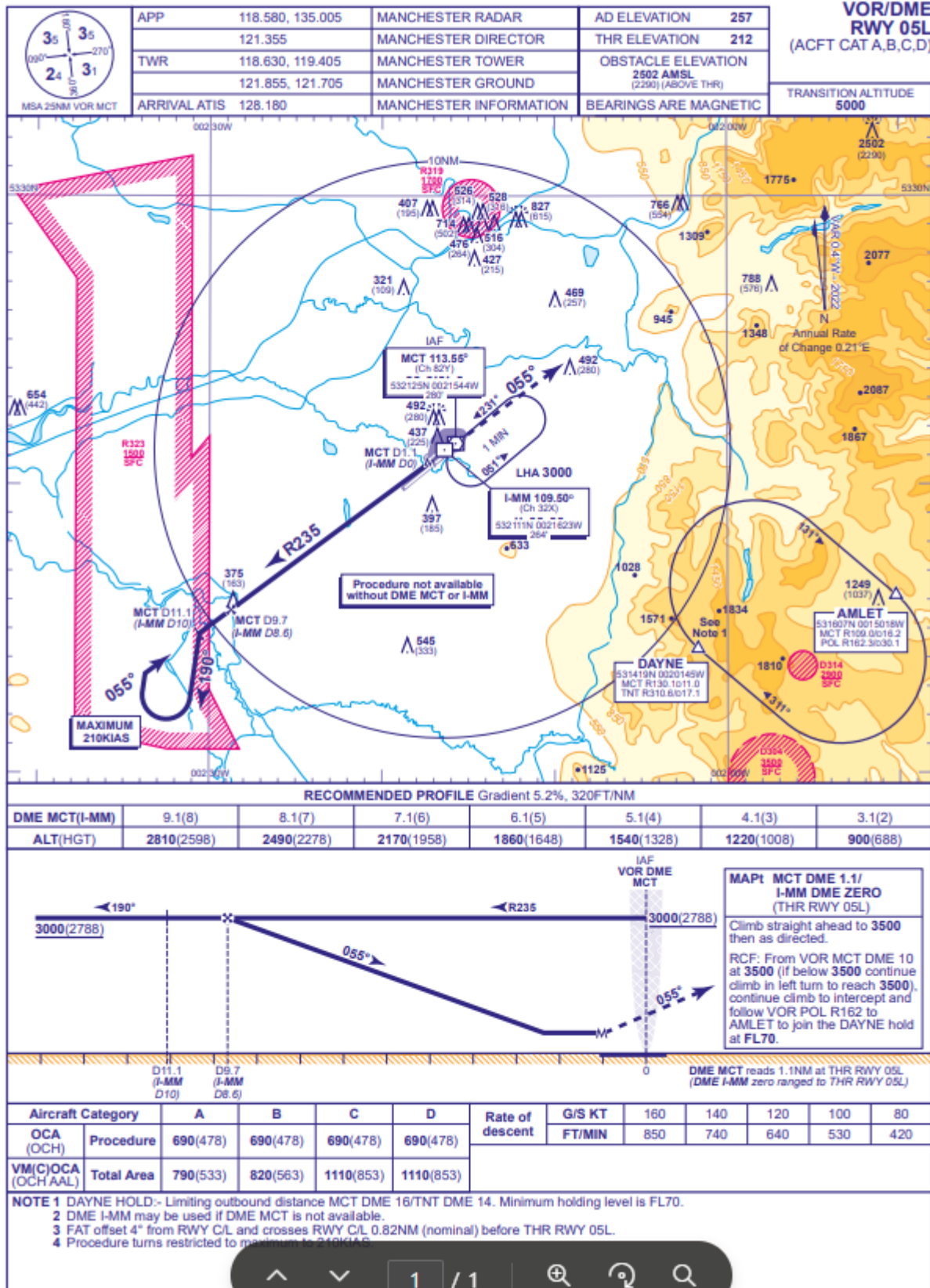


Chart 5 – RWY 05R VOR/DME

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 05R
 (ACFT CAT A,B,C,D)

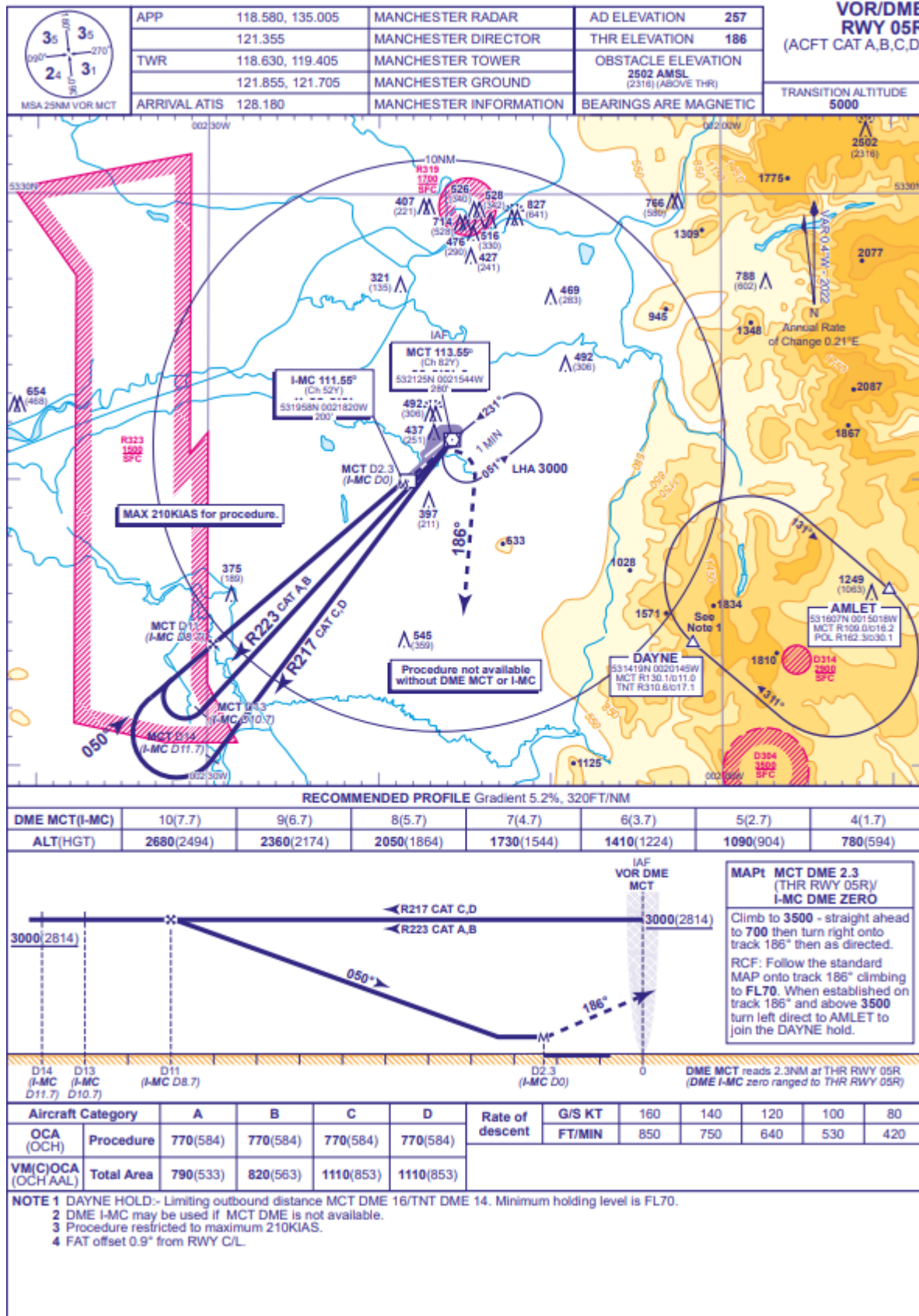


Chart 6 – RWY 23L VOR/DME

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 23L
(ACFT CAT A,B,C,D)

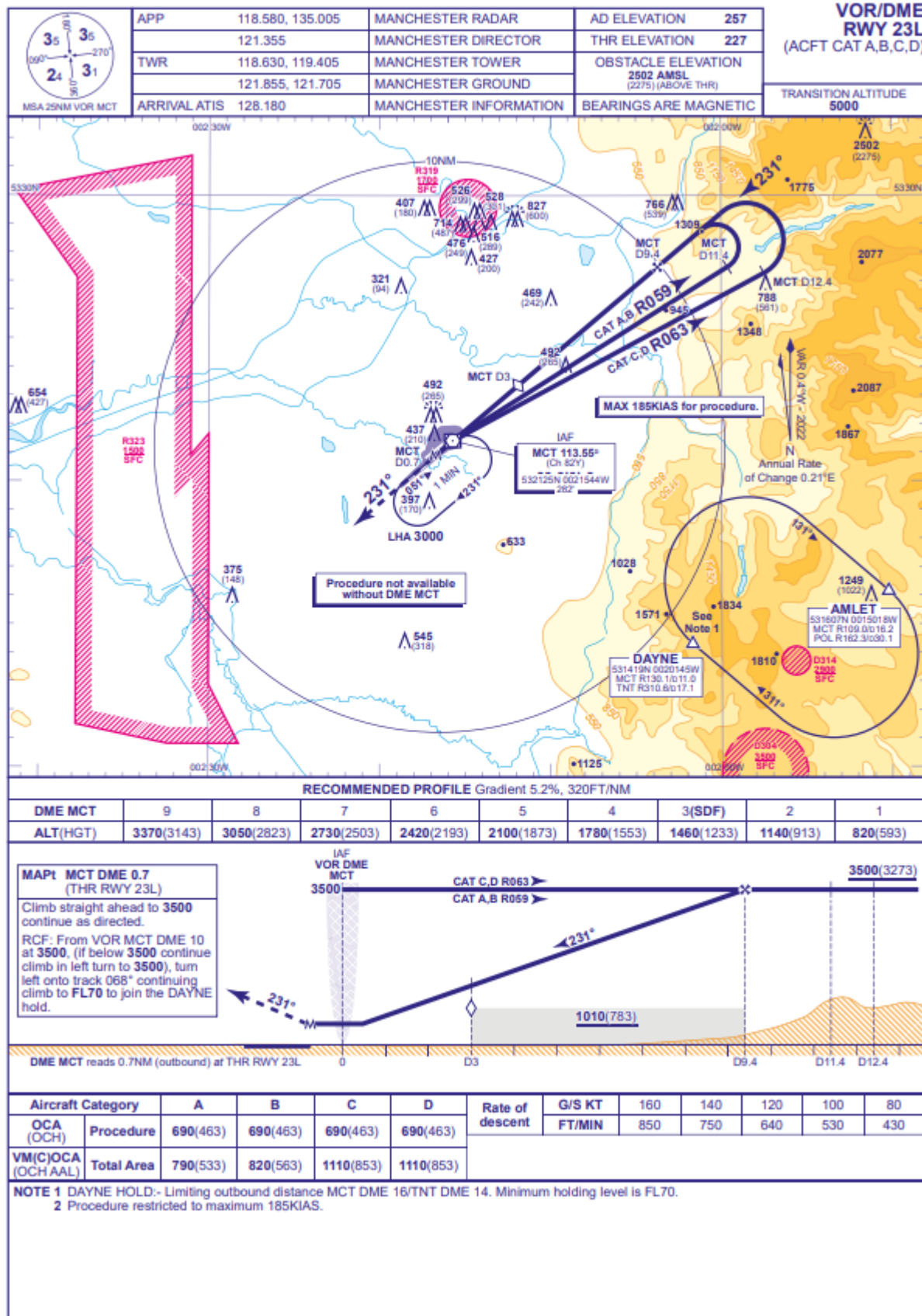


Chart 7 – RWY 23R VOR/DME

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 23R
 (ACFT CAT A,B,C,D)

