

ration AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-07-0068	2.0	10/09/2025	31/05/2023

Civil Aviation
Authority

NAVAID CALIBRATION BRIZE NORTON TACAN

NDS**Subject to NOTAM: No****Date(s) of activity/Validity:**15th July 2023 – 30th November 2027**Times - ALL TIMES UTC¹**

08:00 – 20:00 (07:00 – 19:00)

Vertical Limits:50ft **AGL** – 3,000ft AMSL (VN QNH)**Allocated Mode 3A (SSR):**

0024

Aircraft Details:

Type: B200 / DA42

Callsign: CLB^{xxx}**NDS Approved:****Yes – Subject to the conditions in Section 2****Event Sponsor(s):**

Thales Flight Inspection Service
Teesside International Airport
Darlington
County Durham
DL2 1LU
01325 335346

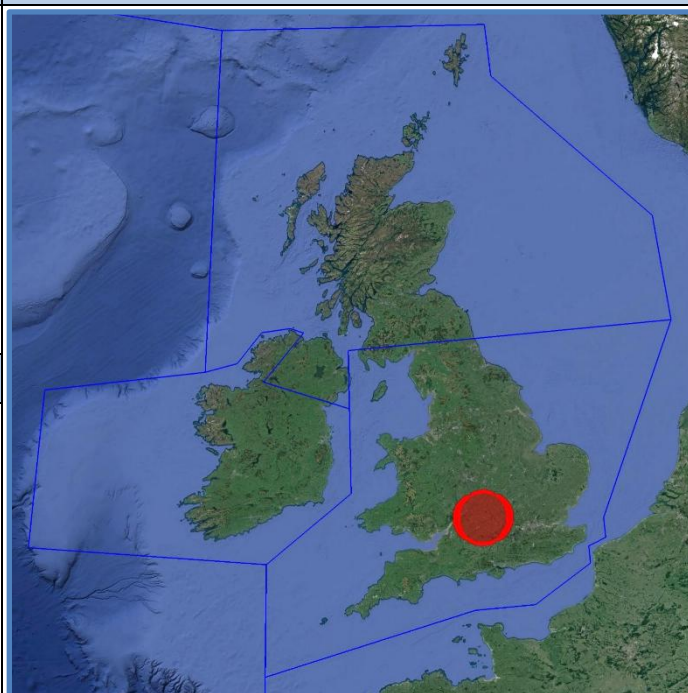
Aircraft Operator(s):

Thales Flight Inspection Service
Teesside International Airport
Darlington
County Durham
DL2 1LU
01325 335346

**ATS Units/
Controlling Agencies:**

Benson	01993 897274
Boscombe Down	01980 663246
Bournemouth	01202 364150
Brize Norton	01993 897878
Farnborough	01252 526017
Swanwick LTC – SWA ²	02380 401110

Info: ADW, Birmingham, Bristol, Gloucestershire, Halton, Kemble,
Netheravon, Odiham, Upavon, Wycombe Air Park

Geographical Limits:**Airspace Reservations:**

EG D125	Larkhill	01980 674710
EG D126	Bulford	01980 674710
EG D128	Everleigh	01980 674710
EG D129	Weston-on-the-Green	01993 895147
EG D213	Kineton	01869 257489
EG R101	Aldermaston	SI 1003/2016
EG R104	Burghfield	SI 1003/2016
EG R105	Highgrove House	SI 907/2018
EG R106	Raymill House	SI 703/2021

Departure/Destination Aerodrome(s)

EGNV, EGVN

ACN Issued by:

AS3

¹ **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.

² Group Supervisor (GS) Airports, via the London Terminal Control (LTC) Senior Watch Assistant (SWA).

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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to complete a flight calibration of the Brize Norton 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. **This ACN replaces ACN 2022-01-0236.**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 4 hours prior to departure to provide final details, agree a start time and confirm availability of an Air Traffic Service (ATS).

18. Brize Radar are responsible for conducting any necessary coordination with adjacent impacted Air Traffic Service (ATS) Units (ATSUs).

19. **Times.** This calibration can be conducted by day or night. Should a radial between 070° and 135° be required, then the radial element of the flight will be constrained to operate between 23:00 and 04:30 UTC, however the exact start time will be dependent on traffic in the London TMA, especially during the summer schedule period. The sponsor should discuss this with the appropriate ATC Supervisors during the initial notification.

20. **Salisbury Plain Training Area (SPTA).** Specific time restrictions apply for accessing this airspace, details of which are in paragraph 29.

21. **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*). Outside CAS and in between runs, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers) and attracts no priority. 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.

22. **Levels.** The sponsor has requested to fly a constant altitude of 3,000ft AMSL (VN QNH). If flight is required within the London TMA, the pilot may be requested to operate in reference to the London QNH; the pilot is responsible for conducting any conversions and notifying the requirement to ATC.

23. **Orbit.** Two orbits are expected to be flown at 3,000ft (VN 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.

24. **Radials.** Radials from 30nm to 10nm may be required to be flown in any sector that fails to meet the required specification.

25. **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.

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

- | | | |
|------------------|-------------|--------------------------------------|
| a. Benson | 120.900 MHz | <i>Eastern portion only</i> |
| b. Boscombe Down | 126.705 MHz | <i>South of HEN/East of CPT only</i> |
| c. Brize Norton | 124.280 MHz | Primary Control Agency |
| d. Farnborough | 125.250 MHz | <i>South of the M4 only</i> |

27. 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.

28. **Gloucestershire.** The Orbit and any proposed radials in the TACAN range 280°-306° will interact with traffic operating under a procedural ATS ivo Gloucestershire Airport. Additionally, the minimum hold overhead the GST NDB is 2,800ft (BJ QNH), meaning that traffic holding and routing outbound for an approach to RWY 27 will potentially conflict with the Calibrator. The sponsor is strongly advised to conduct the Orbit and any required radials within 5nm of Gloucestershire outside of aerodrome operating hours. If this is not possible, then the required runs should be discussed with the airport (**01452 855749**) and conducted at a mutually agreeable time. Consideration should also be given to start the Orbit immediately prior to the airport to reduce uncertainty of when the calibrator will pass.

29. **Netheravon & Upavon.** Parachuting (Netheravon) and Gliding (Upavon) takes place over the weekends or during weekdays when daylight hours exceed 1700hrs. The sponsor is to ensure that prior coordination takes place with both sites, should access to these areas be required. (01980 615381 or Netheravon STANOPS: 01980 628289).

30. **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. For EG D125, EG D126 and EG D128, access will be restricted in the period:

- a. Mon, Wed, Fri 1700 – 0800
- b. Tue & Thu 2100 – 0800 (Winter) 2330-0800 (Summer)
- c. Weekends: Please contact SPTA Air Ops (01980 674710) if there is a requirement to conduct flights during a weekend as there are periods during the year when live firing takes place on a weekend.

31. **EG R101 (Aldermaston) & EG R104 (Burghfield).** [Statutory Instrument \(SI\) No.1003/2016](#): *The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2016* – access to the airspace of Aldermaston or Burghfield is subject to a separate specific approval from the CAA.

32. **EG R105 (Highgrove House).** In accordance with [Statutory Instrument \(SI\) No.907/2018](#): *The Air Navigation (Restriction of Flying) (Highgrove House) (Restricted Area EG R105) Regulations 2018* – access to the airspace of Highgrove House is subject to a separate specific approval from the CAA.

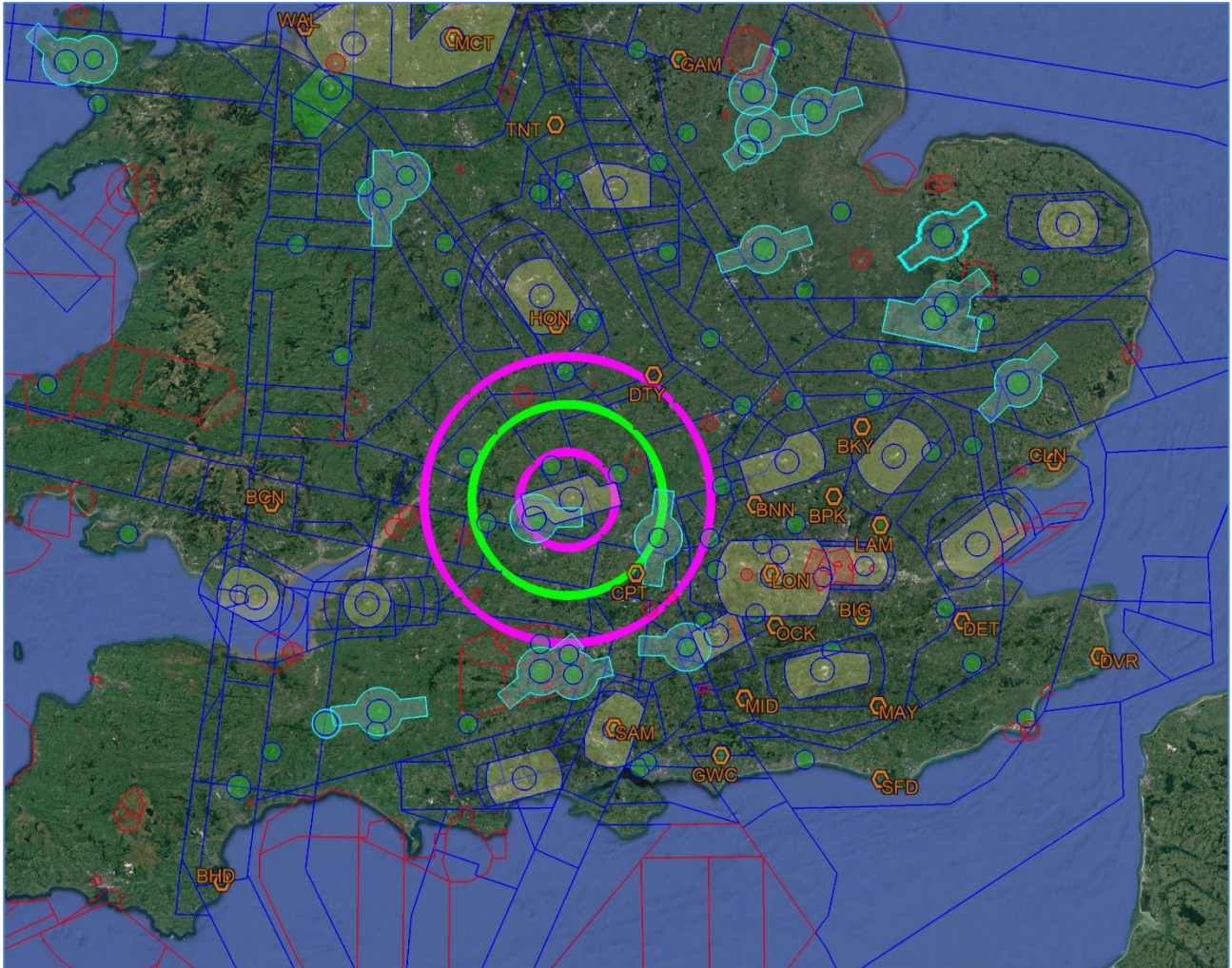
33. **EG R106 (Raymill House).** In accordance with [Statutory Instrument \(SI\) No.703/2021](#): *The Air Navigation (Restriction of Flying) (Raymill House, Lacock) (Restricted Area EG R106) Regulations 2021* – access to the airspace of Raymill House is subject to a separate specific approval from the CAA.

SECTION 3

Area of Operation

34. 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 3,000ft (VN QNH)

