

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-1715	1.0	24/03/2026	18/03/2026

## NAVAID CALIBRATION COMPTON (CPT) VOR/DME (FCSL)

### NDS

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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01 Apr – 30 Sept 26	0800 – 1700
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Vertical Limits:	Allocated Mode 3A (SSR):
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3,000ft AMSL – FL100	Tactically Issued by ATC
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Aircraft Details:	NDS Approved:
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Type: DA62 Callsign: FlightCal02	<b>Subject to the Conditions in Section 2</b>
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Event Sponsor(s):	Aircraft Operator(s):
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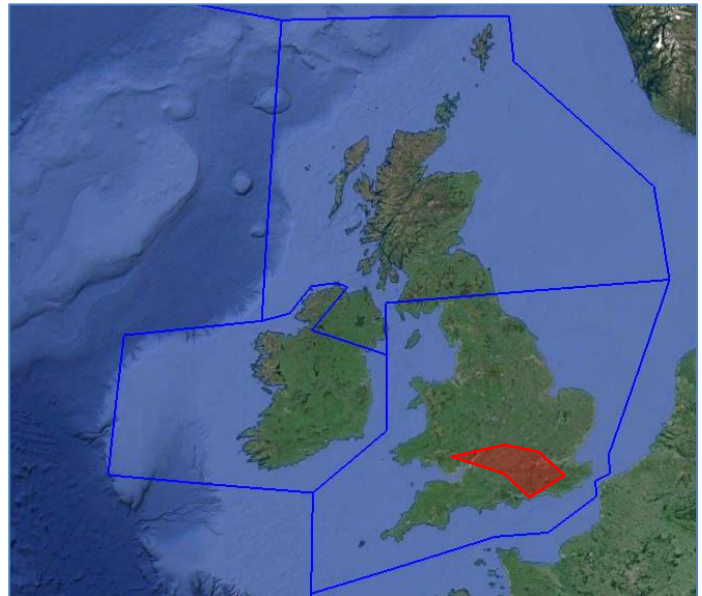
Grham Allan NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 616001 <a href="mailto:grham.allan3@nats.co.uk">grham.allan3@nats.co.uk</a>	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 <a href="mailto:ops@flight-cal.com">ops@flight-cal.com</a>
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Benson	01993 897274
Bristol	01275 473714
Brize Norton	01993 897878
Boscombe Down	01980 663246
Cardiff	01446 712562
Farnborough	01252 526017
Swanwick LTC	02380 401110

Airspace Reservations:
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HIRTA Oakhanger D218A Fairford 01489 612495
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGKA	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 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](mailto:AROps@caa.co.uk)

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

15. This ACN details the flight profiles required to conduct a routine calibration of the Compton 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. Boscombe Down      Freq - 126.705
- b. Brize Norton          Freq - 124.280
- c. Farnborough          Freq - 125.250

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

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

<u>Serial</u>	<u>Description</u>	<u>Alt/FL</u>	<u>Notes</u>
A1	Position 20NM from CPT VOR to commence 20NM anti-clockwise Orbit	3,000ft	2 x 360° Orbits
A2	R044 (224°) to 23D (Luton RODNI 1B/1C SIDs HEN-RODNI-CPT)	5,000ft	
A3	R101 to 48D (RNAV Route L9 CPT-BIG)	FL75	
A4	R155 to 42D (RNAV Route N859 CPT-GWC)	FL85	
A5	R281 to 77.6D (CPT - BCN)	FL100	

### 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 – Serial A1 – 20nm Orbit





Chart 3 – Serial A3 R101 to 48D (RNAV Route L9 CPT-BIG)



Chart 4 – Serial A4 - R155 to 42D (RNAV Route N859 CPT-GWC)

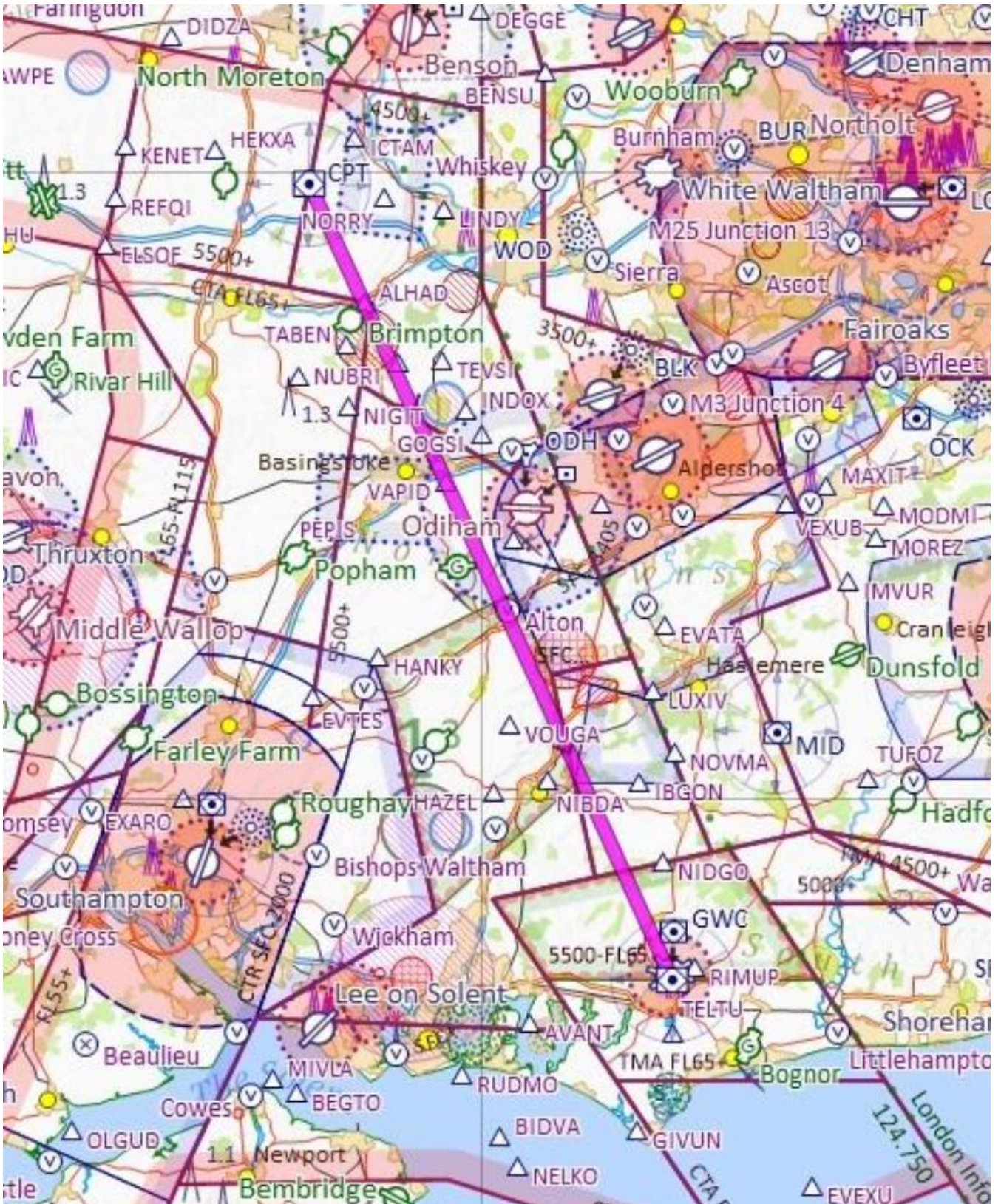


Chart 5 – Serial A5 - R281 to 77.6D (CPT-BCN)

