AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

UK Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2026-4744	1.0	01/07/2026	26/06/2026

NAVAID CALIBRATION
DAVENTRY, GAMSTON & TRENT DME (FCSL)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
02 Jul 26 – 31 Dec 27	0800 – 1700
Vertical Limits:	**Allocated Mode 3A (SSR):**
2,000 - 8,000ft AMSL	Tactically Issued by ATC
Aircraft Details:	**NDS Approved:**
Type: DA62 Callsign: FlightCal02	**Subject to the Conditions in Section 2**
Event Sponsor(s):	**Aircraft Operator(s):**
Graham Allan NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 616001 graham.allan3@nats.co.uk	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 ops@flight-cal.com

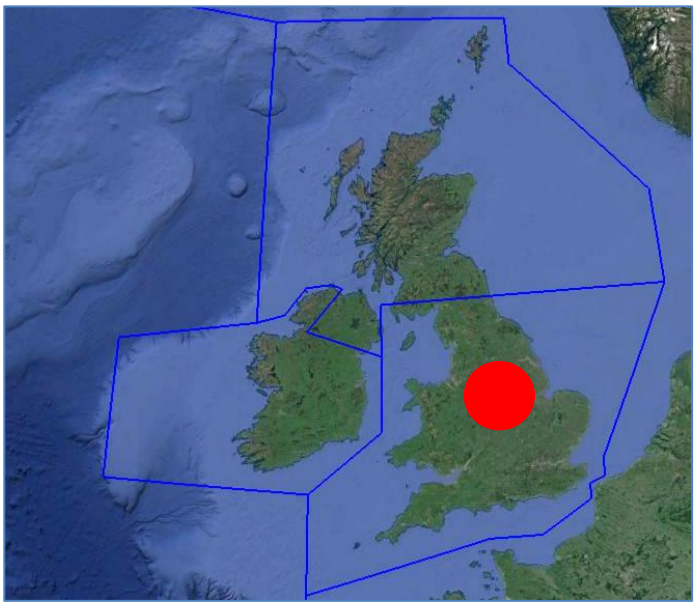
ATS Units/ Controlling Agencies:

Birmingham	01217 671210
East Midlands	01332 852993
Lincolnshire TATCC	01526 347443
Prestwick ACC	01294 655300
Swanwick TC ATSA	02830 401110

Airspace Reservations:

D324B – Waddington – 01522 727451
Lincolnshire AIAA – 01522 727451
Langar PARA – 01949 860878

Geographical Limits:



Departure/Destination Aerodrome(s)	ACN Issued by:
EGBB	AU8

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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct a routine calibration of the Daventry, Gamston & Trent DMEs.

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. East Midlands Freq – 134.180

b. Lincolnshire TATCC Freq – 119.505

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:

Serial	Description	Alt	Notes
A1	R124 from EGBB to 30D (DTY DME)	8,000ft AMSL	Monitor DTY, GAM and TNT DMEs
A2	Position 5NM from DTY DME to commence 5NM anti-clockwise Orbit	2,000ft AMSL	1 x 360º Orbit.
A3	R004 from DTY to 66D (GAM DME)	8,000ft AMSL	Monitor DTY, GAM and TNT DMEs
A4	Position 5NM from GAM DME to commence 5NM anti-clockwise Orbit	3,000ft AMSL	1 x 360º Orbit.
A5	R242 from GAM to 29D (TNT DME)	8,000ft AMSL	Monitor DTY, GAM and TNT DMEs
A6	Position 5NM from TNT DME to commence 5NM anti-clockwise Orbit	3,000ft AMSL	1 x 360º Orbit.
A7	R184 from TNT to 36D (EGBB)	8,000ft AMSL	Monitor DTY, GAM and TNT DMEs

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 – R124 to 30D

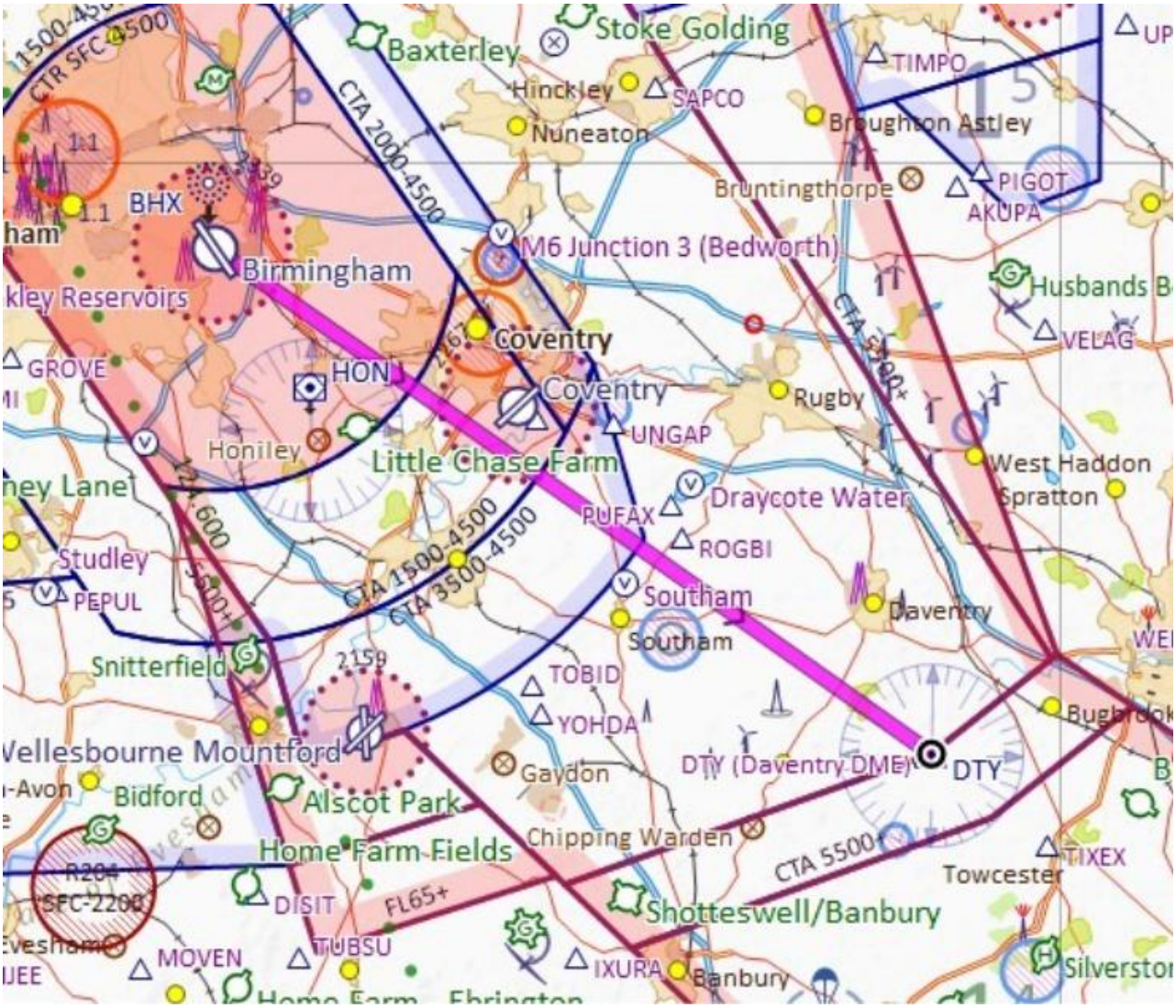


Chart 2 – Serial A2 – DTY 5nm Orbit

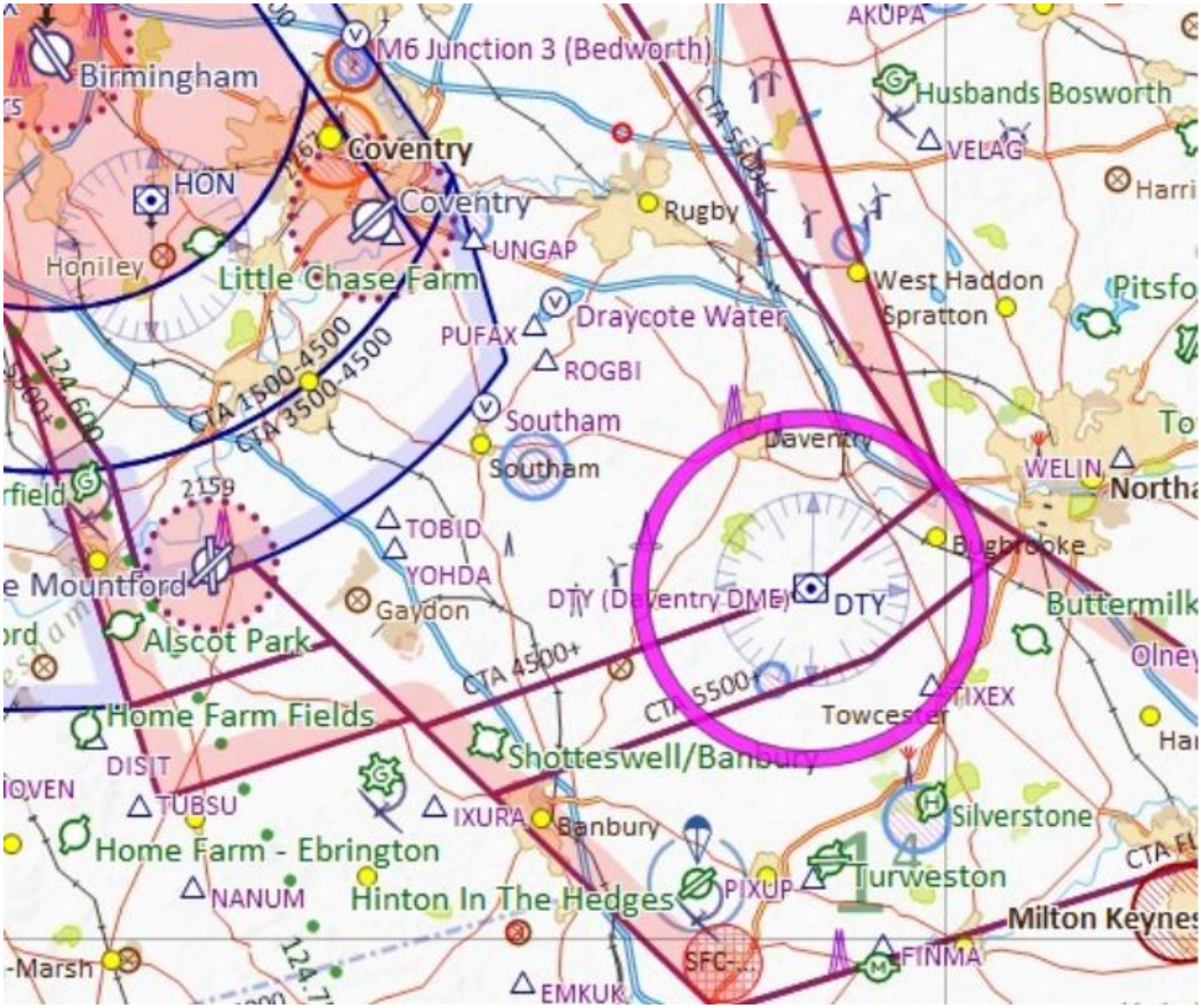


Chart 3 – Serial A3 R004 to 66D (DTY to GAM)

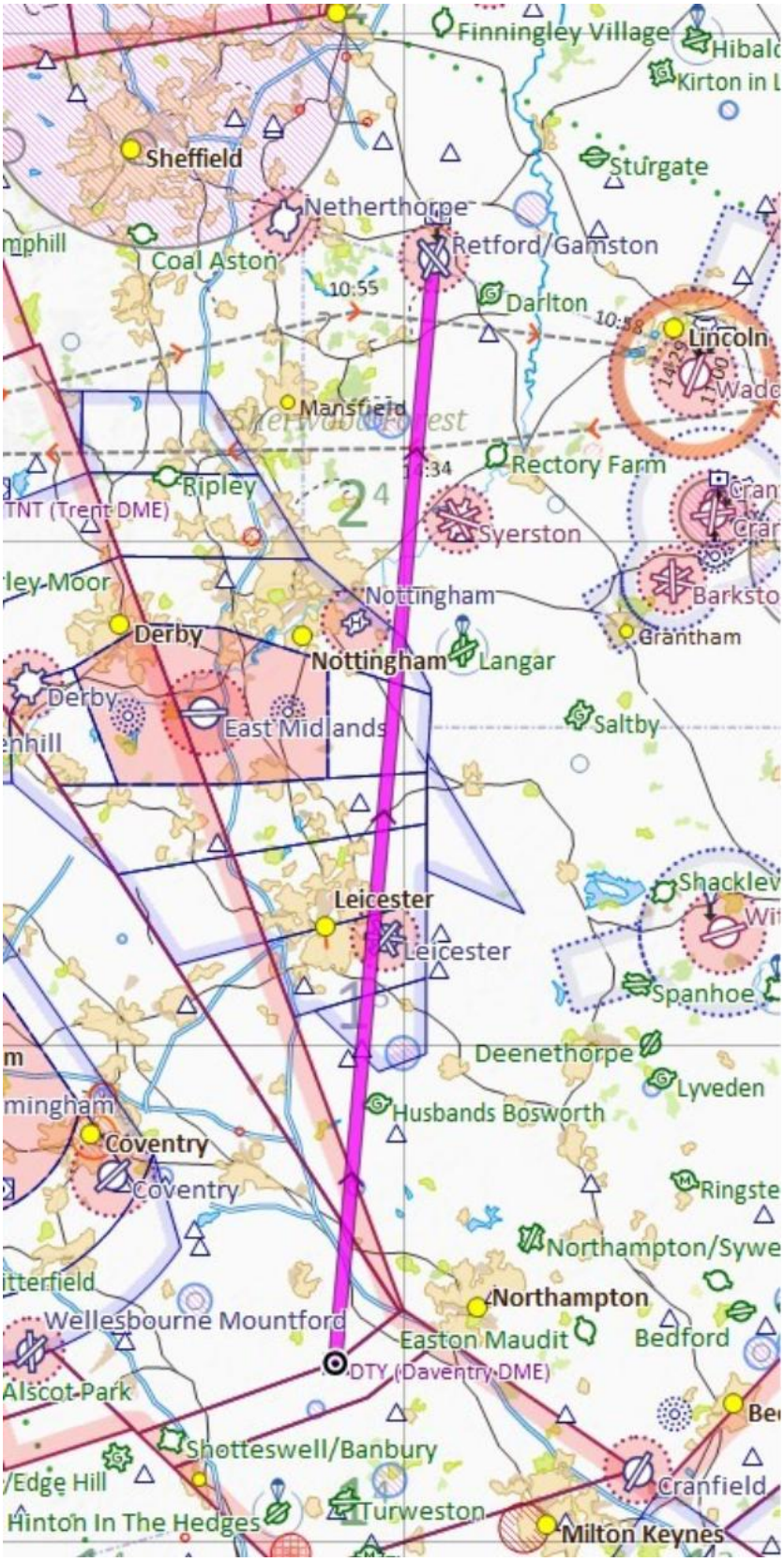


Chart 4 – Serial A4 – GAM 5nm Orbit

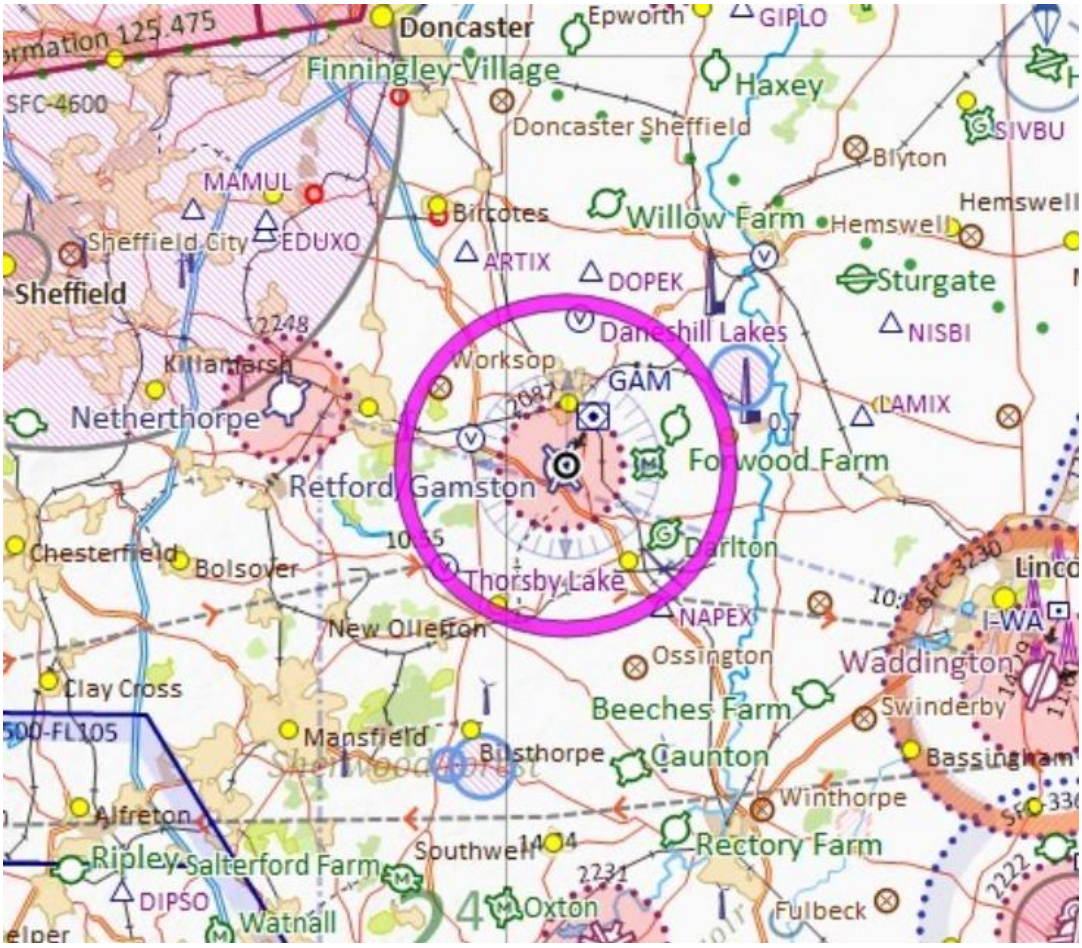


Chart 5 – Serial A5 – R242 to 29D (GAM -TNT)

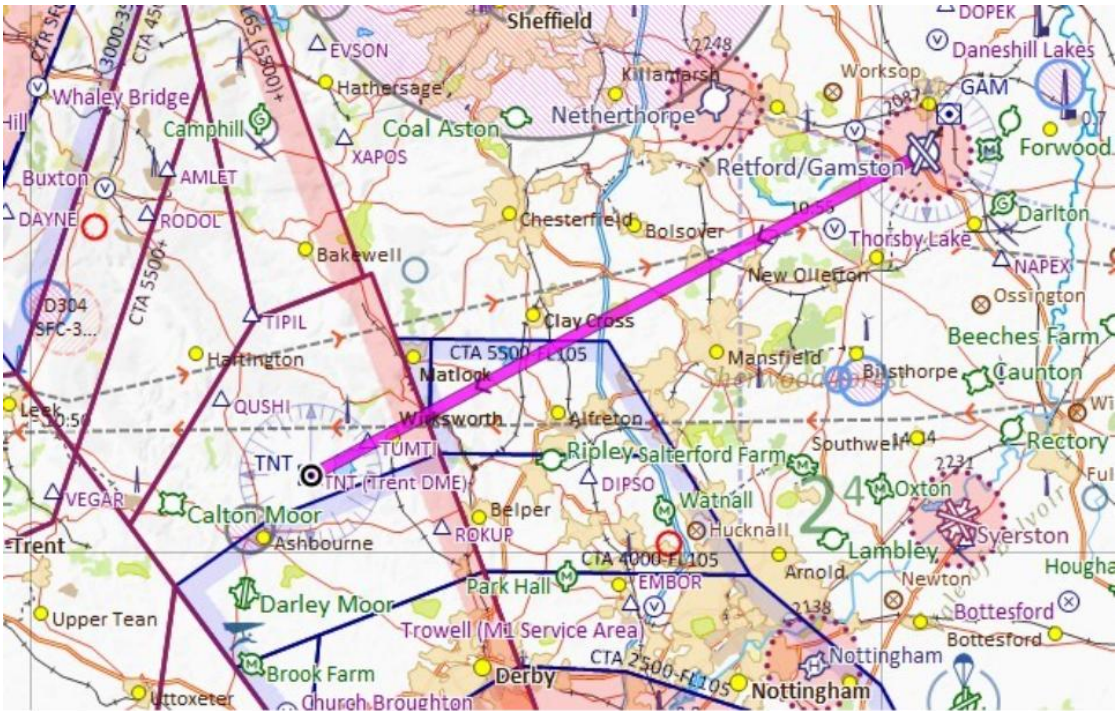


Chart 6 – Serial A6 – TNT 5nm Orbit

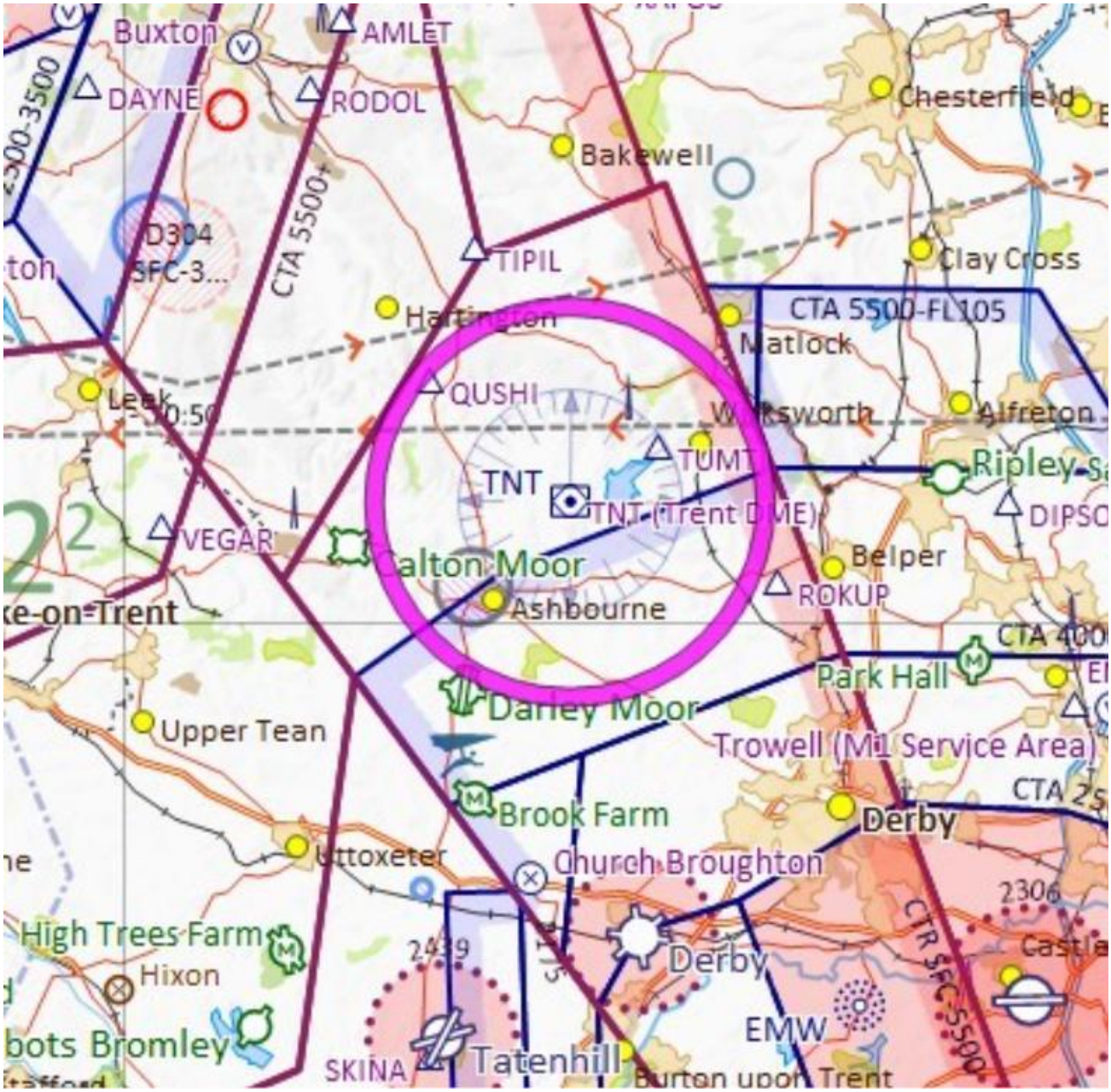


Chart 7 – Serial A7 – R184 to 36D (TNT -EGBB)