

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-8423	1.0	05/10/2026	28/09/2026

NAVAID CALIBRATION CRANFIELD RADAR TRIAL (FCSL)

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**

06 Oct 26 – 30 Apr 27

Times (ALL TIMES UTC)

1900 - 0400

Vertical Limits:

1,000ft – 15,000ft AMSL

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: DA62
Callsign: TBN

NDS Approved:**Subject to the Conditions in Section 2****Event Sponsor(s):**

Lindsay Grant
Manager of Air Navigation Services
London Cranfield Airport
Cranfield University
Cranfield
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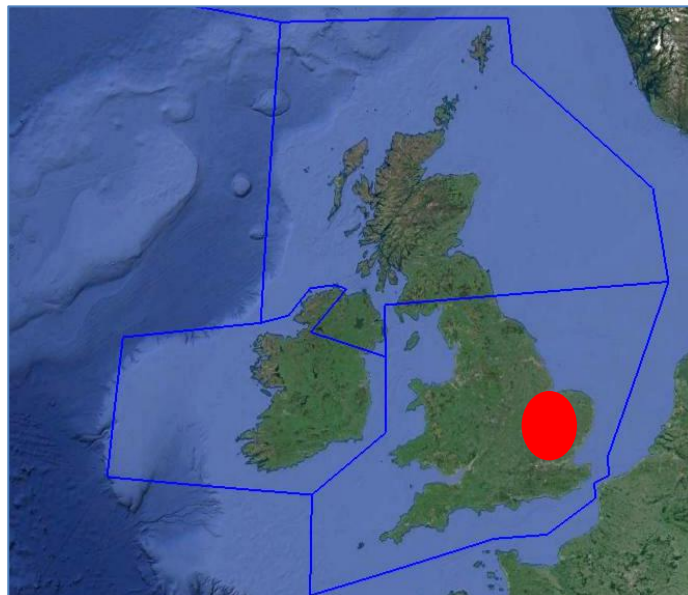
Aircraft Operator(s):

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:**

Cranfield	01234 750005
Brize Norton	01993 897878
London Luton	01582 395029
London Stanstead	01279 669328
East Anglia TATCC	01760 444949
Swanwick LTC	02380 401110

*For info – London Heathrow, Birmingham,
Lakenheath*

Airspace Reservations:**Geographical Limits:****Departure/Destination Aerodrome(s)**

EGTC

ACN Issued by:

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 flight trial of the Cranfield Radar.
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 Anglia TATCC Freq – 124.155
 - b. Farnborough Freq – 132.800
 - c. Brize Norton Freq – 124.280
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 27NM from Cranfield Radar to commence 27NM anti-clockwise Orbit	10,000ft AMSL	1 x 360° Orbit
A2	Position 10NM from Cranfield Radar to commence 10NM anti-clockwise Orbit	1,000FT AMSL	1 x 360° Orbit
A3	Start position 5NM, 220°T from radar. Fly overhead radar on 040°T to 55NM from radar. Turn and fly the reciprocal track to the start position.	15,000ft AMSL	SSR: Normal Tx Power outbound (CH A) / Min Power Inbound (CH B)
A4	Start position 5NM, 220°T from radar. Fly overhead radar on 040°T to 50NM from radar. Turn and fly the reciprocal track to the start position.	10,000ft AMSL	SSR: Normal Tx Power outbound (CH A) / Min Power Inbound (CH B) PSR: Min Power
A5	Start position 5NM, 220°T from radar. Fly overhead radar on 040°T to 45NM from radar. Turn and fly the reciprocal track to the start position.	6,000ft AMSL	SSR: Normal Tx Power outbound (CH A) / Min Power Inbound (CH B) PSR: Min Power
A6	Start position 5NM, 220°T from radar. Fly overhead radar on 040°T to 40NM from radar. Turn and fly the reciprocal track to the start position.	3,000ft AMSL	SSR: Normal Tx Power outbound (CH A) / Min Power Inbound (CH B) PSR: Min Power

A7	Start position 5NM, 220°T from radar. Fly overhead radar on 040°T to 30NM from radar. Turn and fly the reciprocal track to the start position.	1,000ft AMSL	SSR: Normal Tx Power outbound (CH A) / Min Power Inbound (CH B) PSR: Min Power
A8A	Cranfield Rwy 03 NDB(L)/DME IAP	3,500ft AMSL	
A8B	Cranfield Rwy 03 RNP IAP	2,500ft AMSL	
A9A	Cranfield Rwy 21 NDB(L)/DME IAP	3,500ft AMSL	
A9B	Cranfield Rwy 21 RNP IAP	2,500ft AMSL	
A10	Rwy 03 departure from EGTC RH Turn on track BKY	4,000ft AMSL	
A11	Rwy 21 departure from EGTC RH Turn on track DTY	6,000ft AMSL	

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 – 27nm Orbit

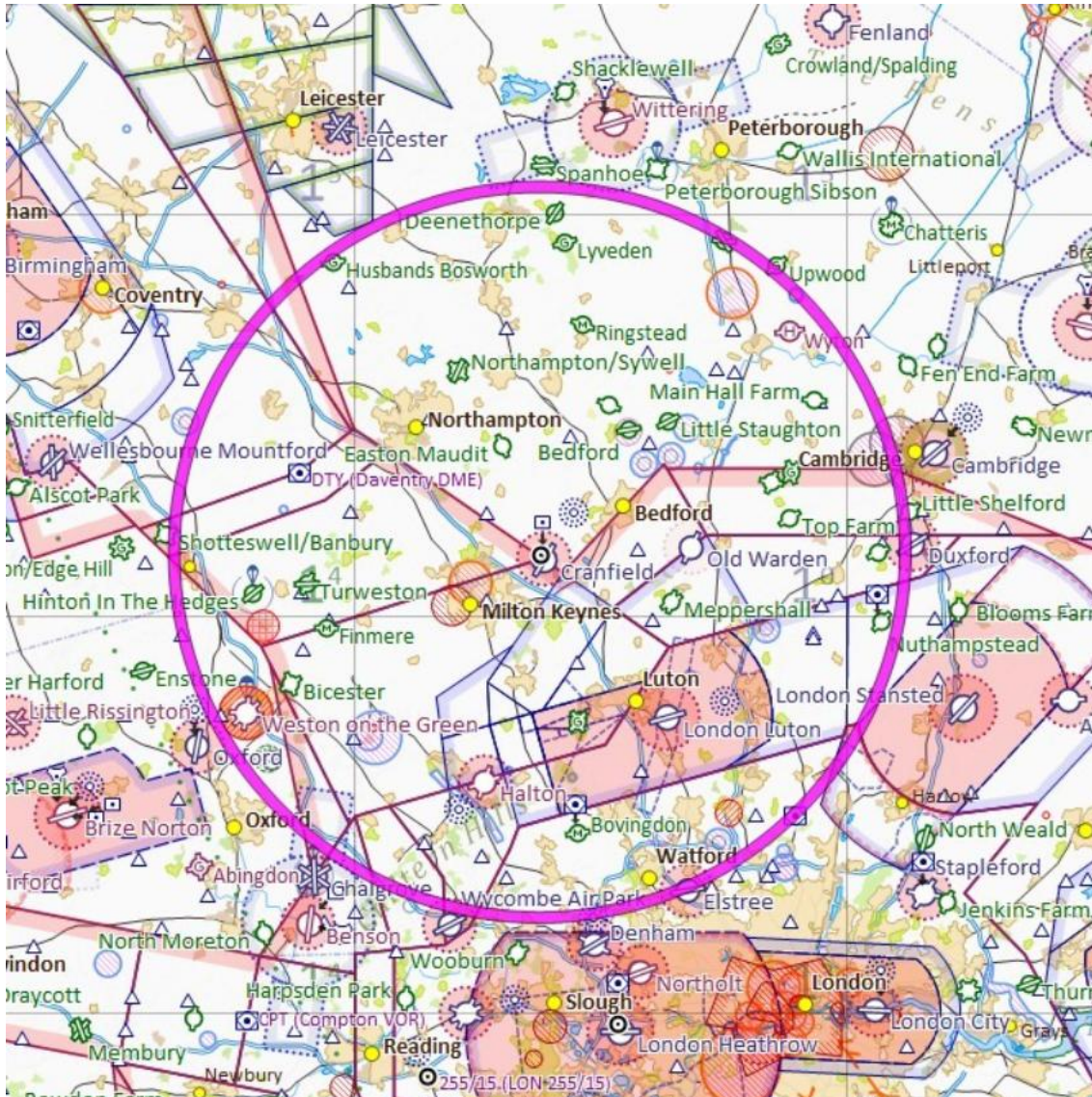


Chart 2 – Serial A2 – 10nm Orbit

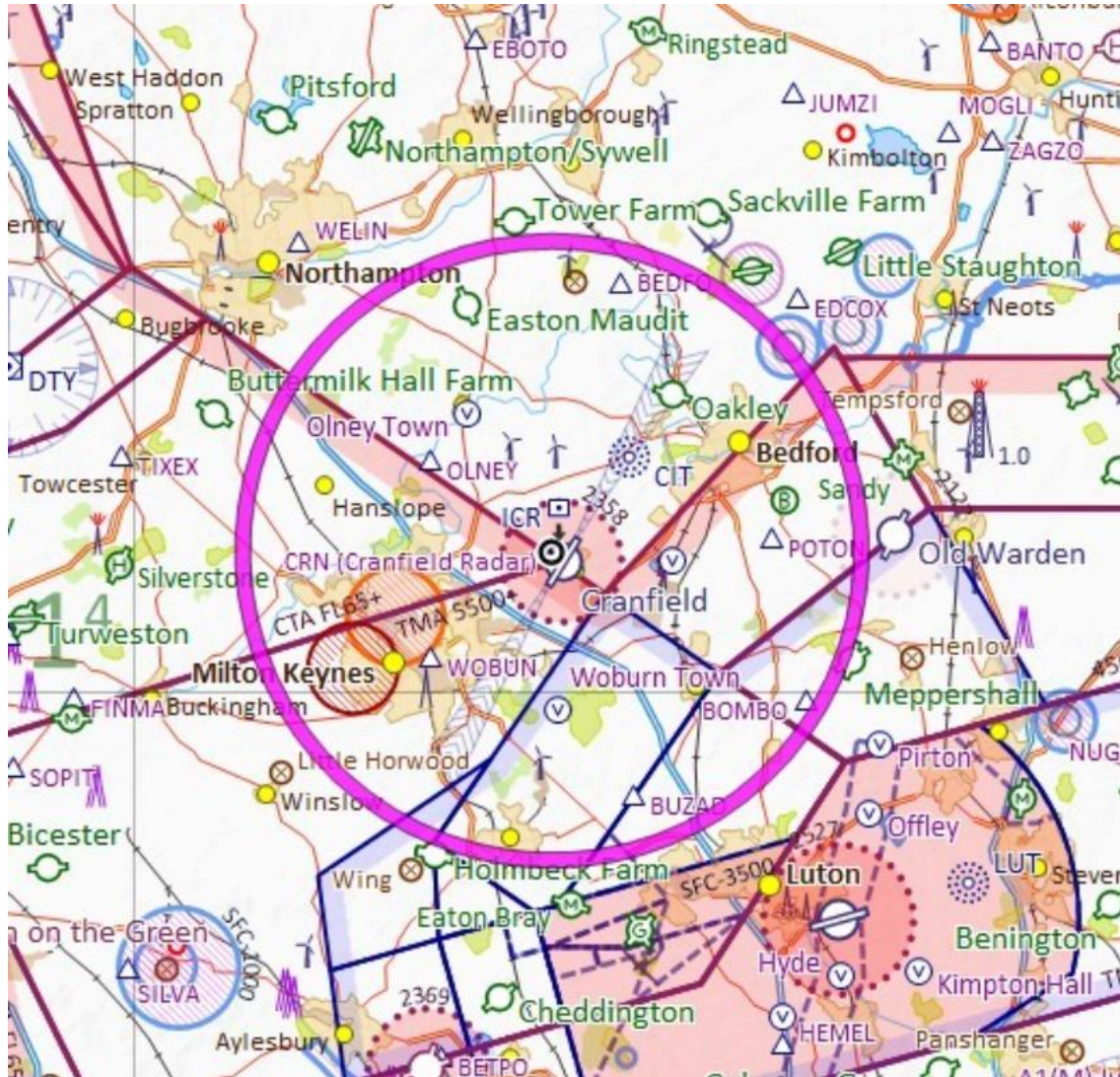


Chart 3 – Serial A3 R220 to 5nm, 5040 to 55nm and R220 to start



Chart 4 – Serial A4 – R220 to 5nm, R040 to 50nm and R220 to start

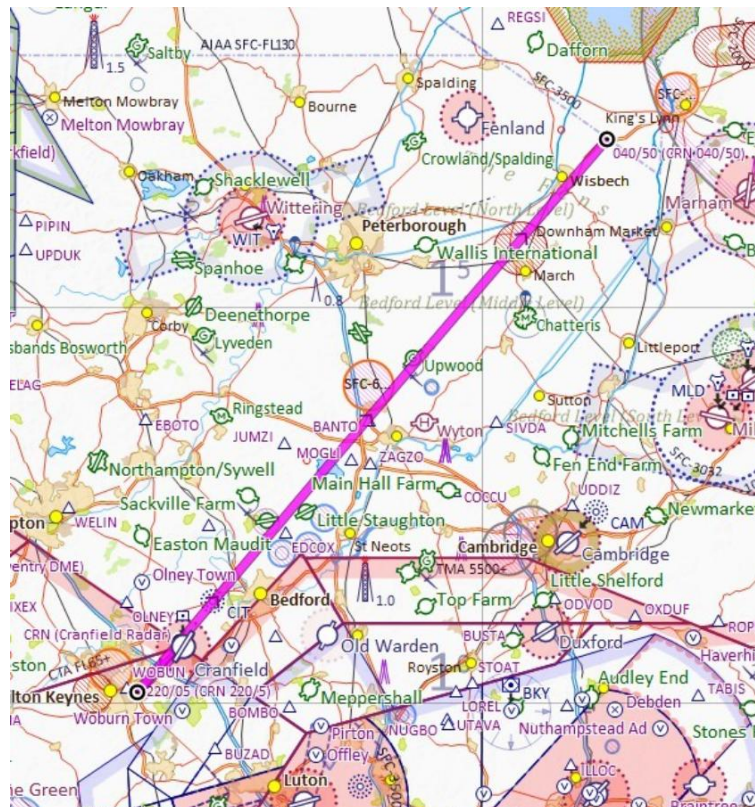


Chart 5 – Serial A5 – R220 to 5nm, R040 to 45nm and R220 to start

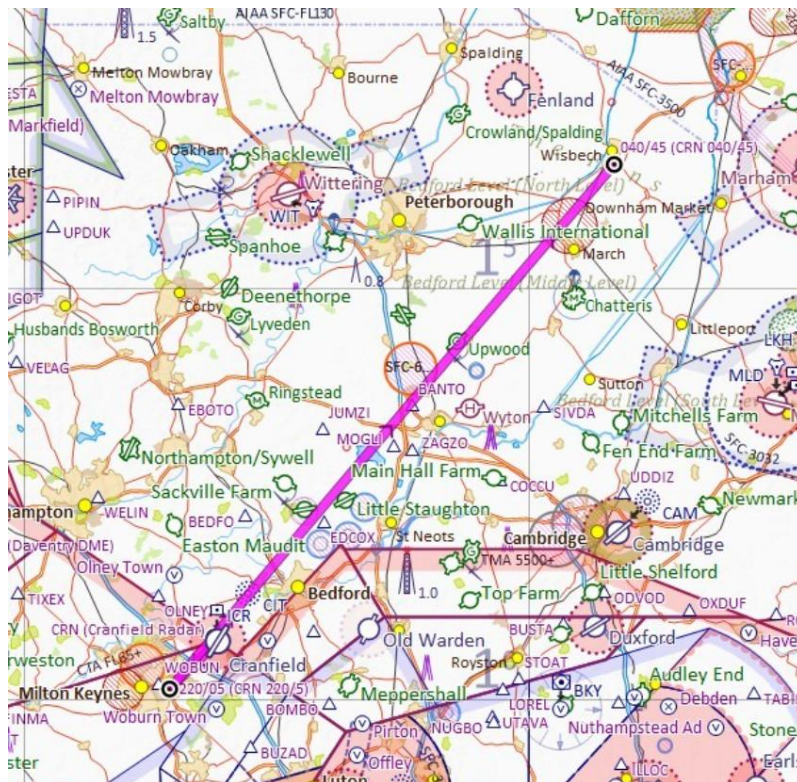


Chart 6 – Serial A6 – R220 to 5nm, R040 to 40nm and R220 to start



Chart 7 – Serial A7 – R220 to 5nm, R040 to 30nm and R220 to start



Chart 8 – Serial A8A- Cranfield Rwy 03 NDB(L)/DME IAP

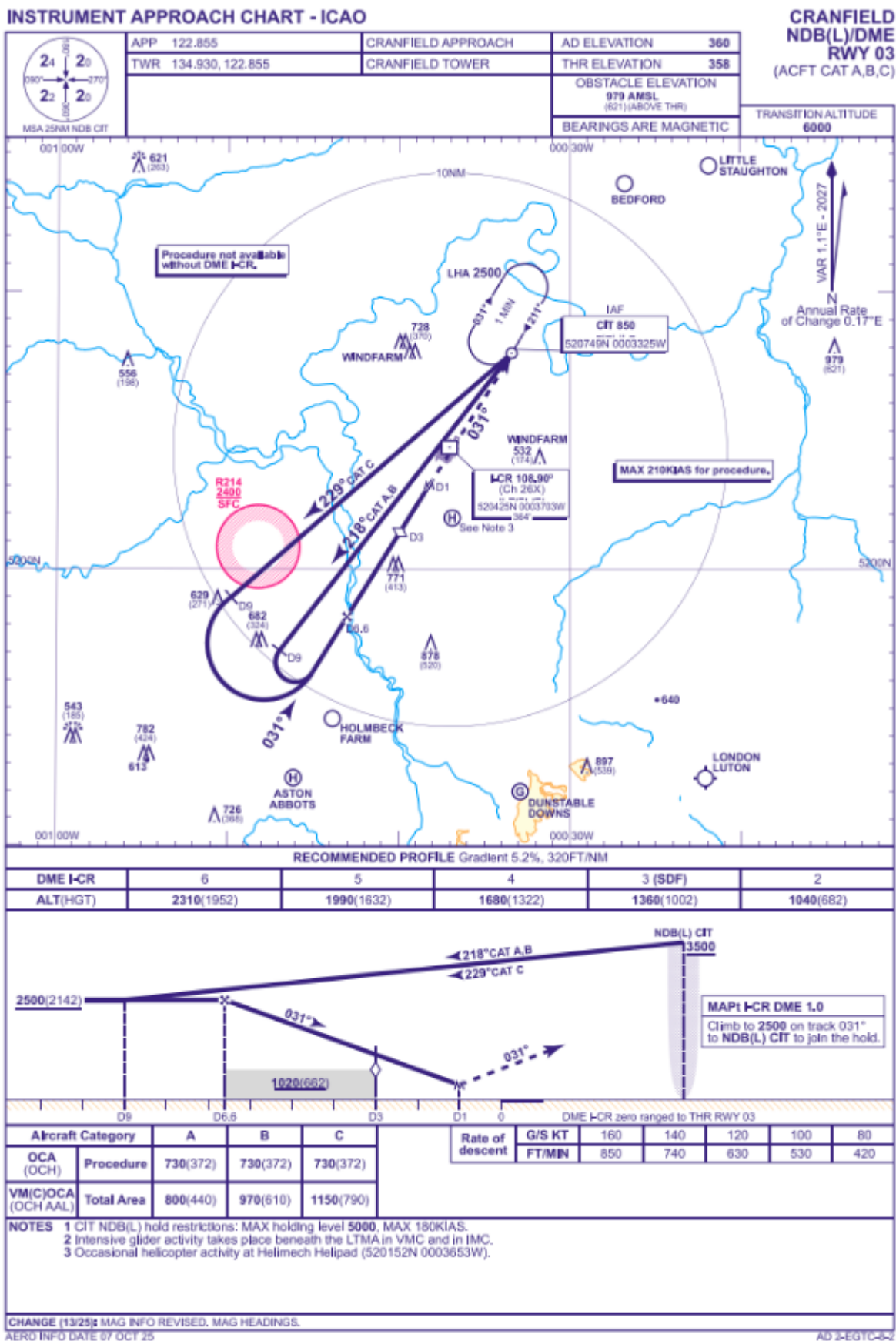


Chart 9 – Serial 8B - Cranfield Rwy 03 RNP IAP

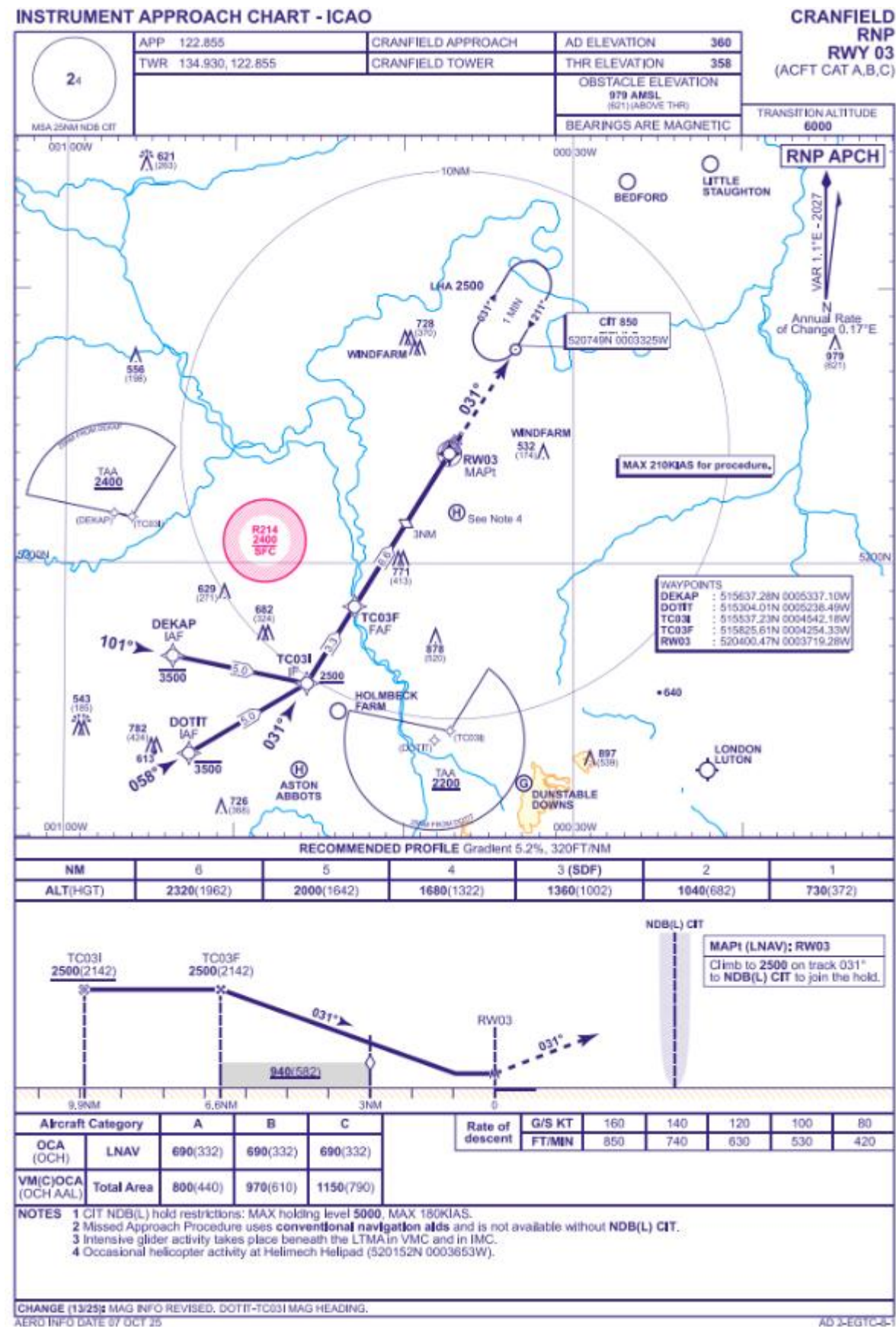


Chart 10 – Serial 9A - Cranfield Rwy 21 NDB(L)/DME IAP

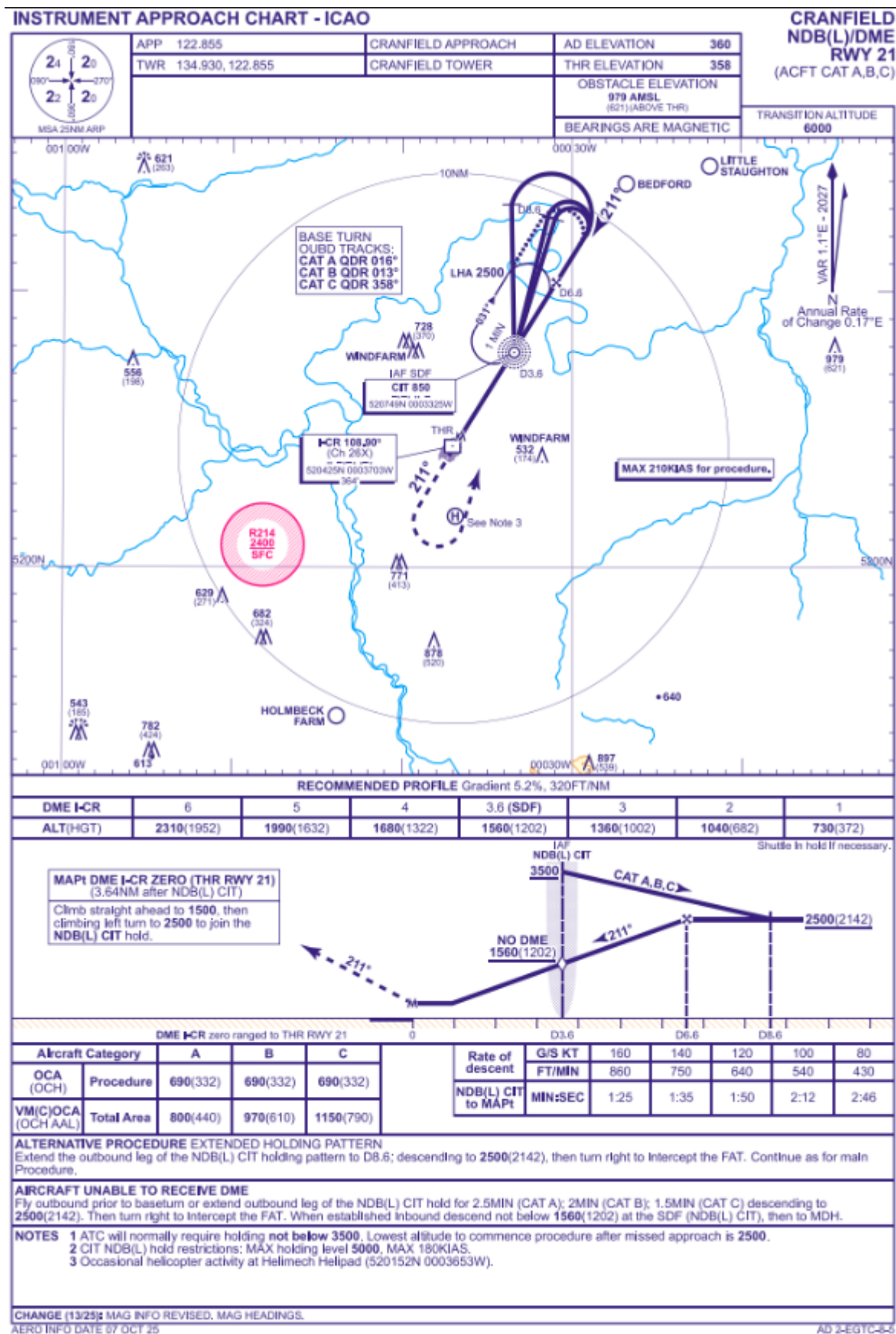
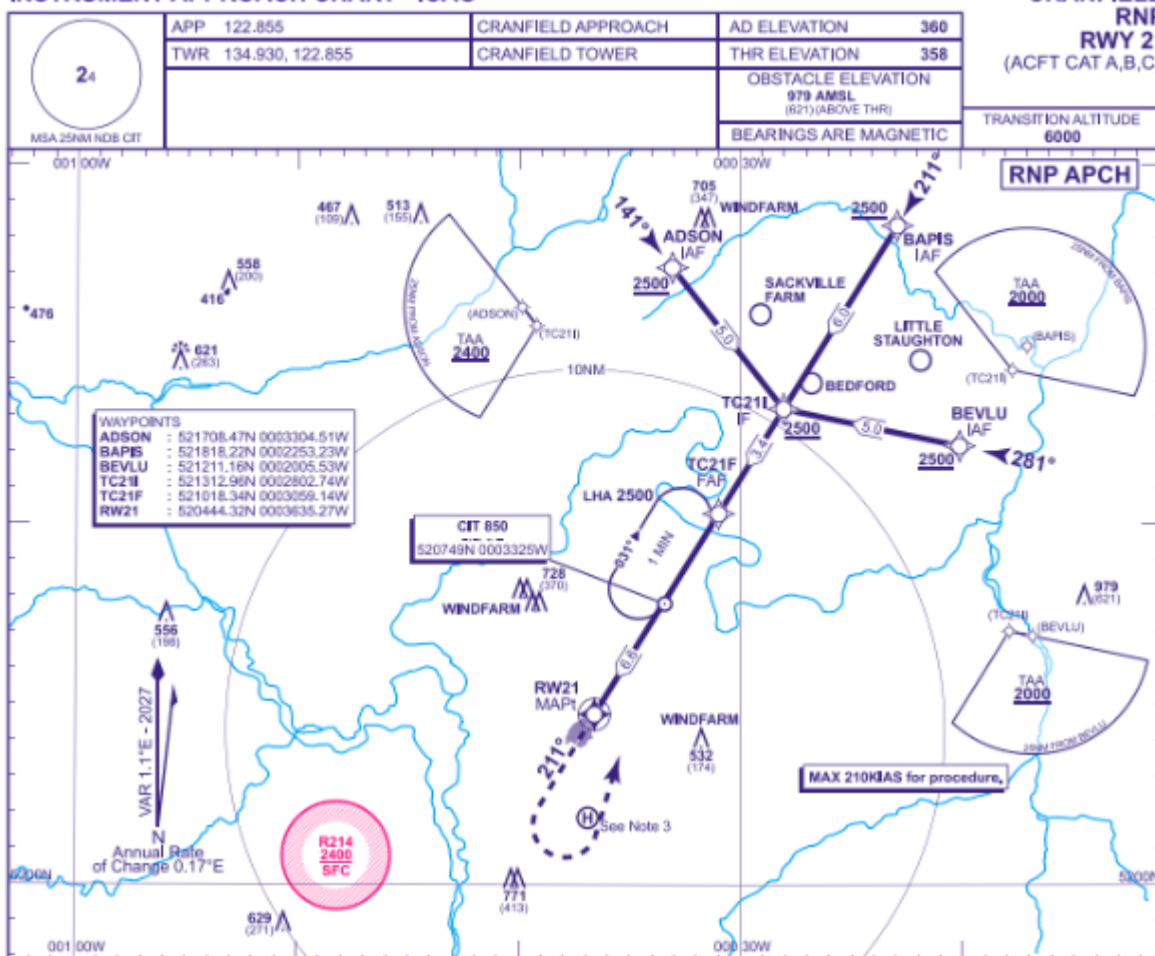


Chart 11 – Serial 9B - Cranfield Rwy 21 RNP IAP

INSTRUMENT APPROACH CHART - ICAO

**CRANFIELD
RNP
RWY 21**
(ACFT CAT A,B,C)

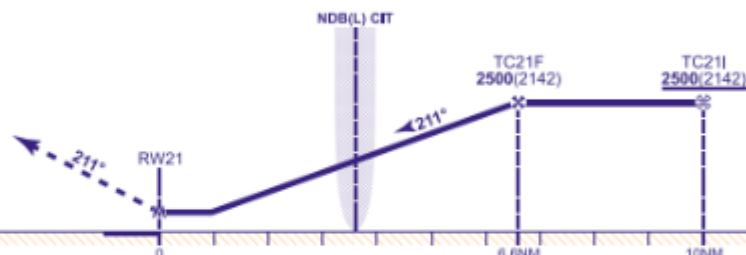


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM	6	5	4	3	2	1
ALT(HGT)	2320(1962)	2000(1642)	1680(1322)	1370(1012)	1050(692)	730(372)

MAPt (LNAV): RW21

Climb straight ahead to 1500, then climbing left turn to 2500 to join the NDB(L) CIT hold.



Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV	690(332)	690(332)	690(332)	FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	800(440)	970(610)	1150(790)						

NOTES

- 1 CIT NDB(L) hold restrictions: MAX holding level 5000, MAX 180KIAS.
- 2 Missed Approach Procedure uses conventional navigation aids and is not available without NDB(L) CIT.
- 3 Occasional helicopter activity at Hellmech Helipad (520152N 0003653W).

CHANGE (13/25): MAG INFO REVISED.
AERO INFO DATE 07 OCT 25

AD 3-EGTC-8-4

Chart 12 – Serial A10 - Rwy 03 departure from EGTC RH Turn on track BKY

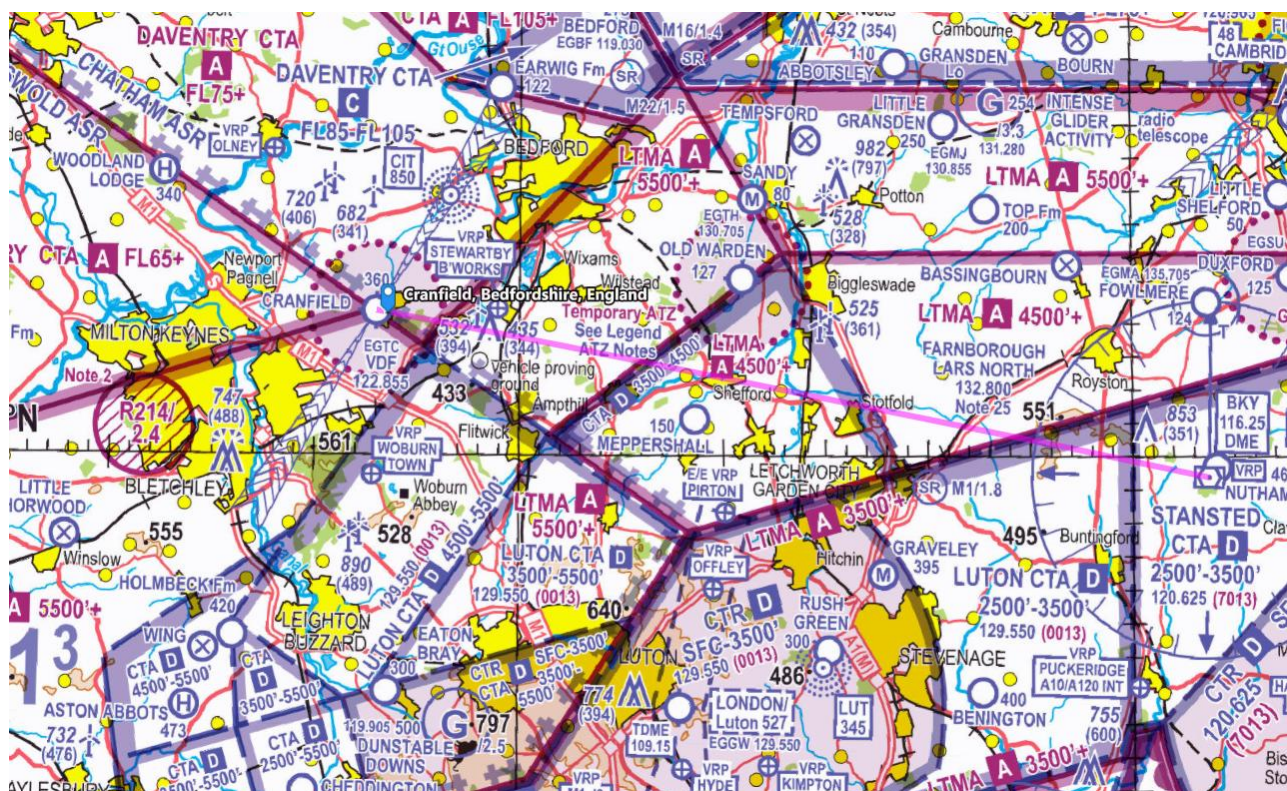


Chart 13 – Serial A11 - Rwy 21 departure from EGTC RH Turn on track DTY

