

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-09-0152	1.0	27/08/2021	20/08/2021

NAVAID CALIBRATION WARTON TACAN

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

01st September 2021 – 31st May 2022

Times (ALL TIMES UTC)

07:30-19:00 (06:30-18:00)

Vertical Limits:

3,500ft (Warton QNH)

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: TBN
Callsign: TBN

NDS Approved:

Yes – Subject to the conditions in Section 2

Event Sponsor(s):

Warton Air Traffic Control
BAE Systems,
Warton Aerodrome,
Preston,
PR4 1AX
01772 852392

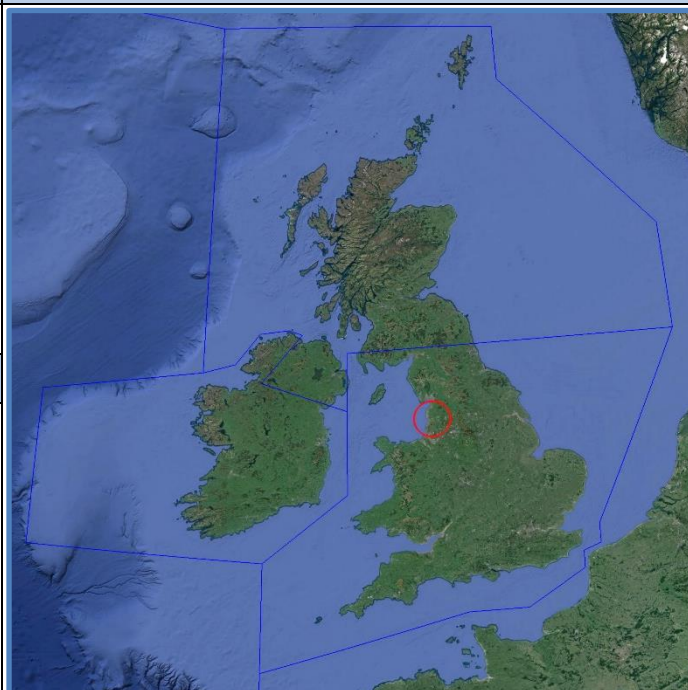
Aircraft Operator(s):

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:**

Liverpool	0151 907 1542
Manchester	0161 209 2836
Warton	01772 852392

Geographical Limits:



Airspace Reservations:

Nil

Departure/Destination Aerodrome(s)

EGNO

ACN Issued by:

AS3

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(Mil), Swanwick Mil (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 conduct a calibration of the TACAN at Warton. The NAVAID is located within the aerodrome boundary at position: 534431N 0025307W.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to undertaking the task, (with the exception of the planned calibration on the 01st September 2021, which has been notified already). 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. **Profiles.** The aircraft is required to complete the following profiles, operating at approx. 160kts:

- Up to 2 clockwise orbits, at a range of 10nm of the facility.
- Should any sector fail on the orbit, there may be a requirement to repeat the run, or complete runs on notified radials from 10nm to 30nm from the station. The sponsor should be aware that, any radial between 100° and 205° from Warton will likely be refused at a ranges over 15nm due to the potential impact to IFR Ops at Liverpool and Manchester

19. **Air Traffic Service (ATS) Provision – Inside 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.

SECTION 3

Area of Operation

20. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview

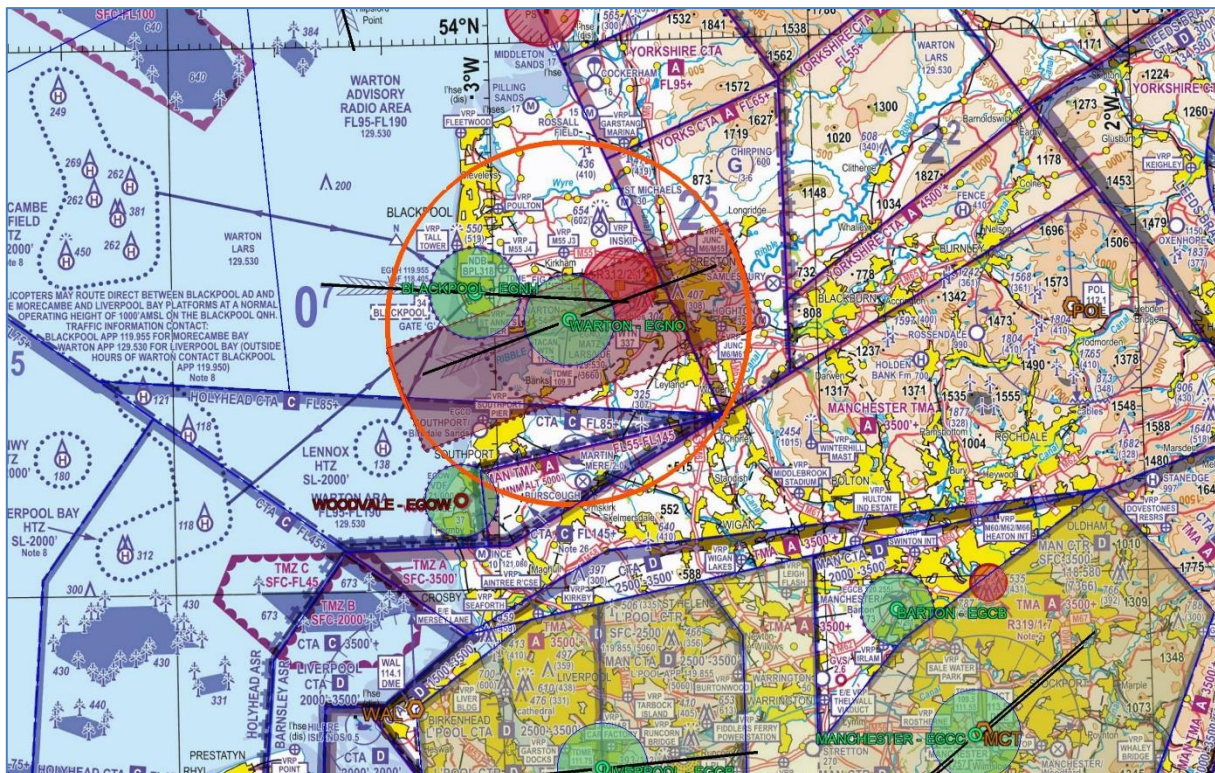


Chart 2 – Overview

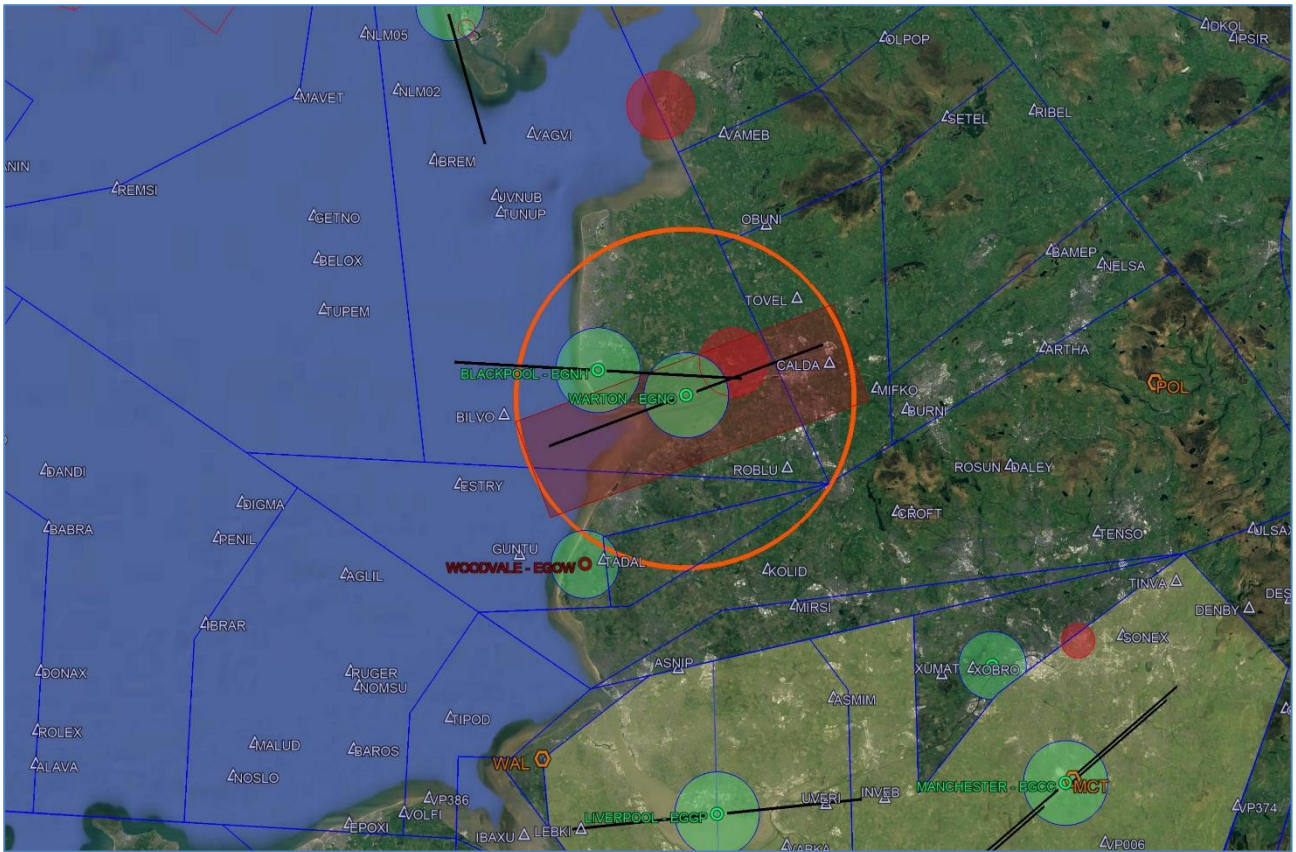


Chart 3 – Liverpool Interactions

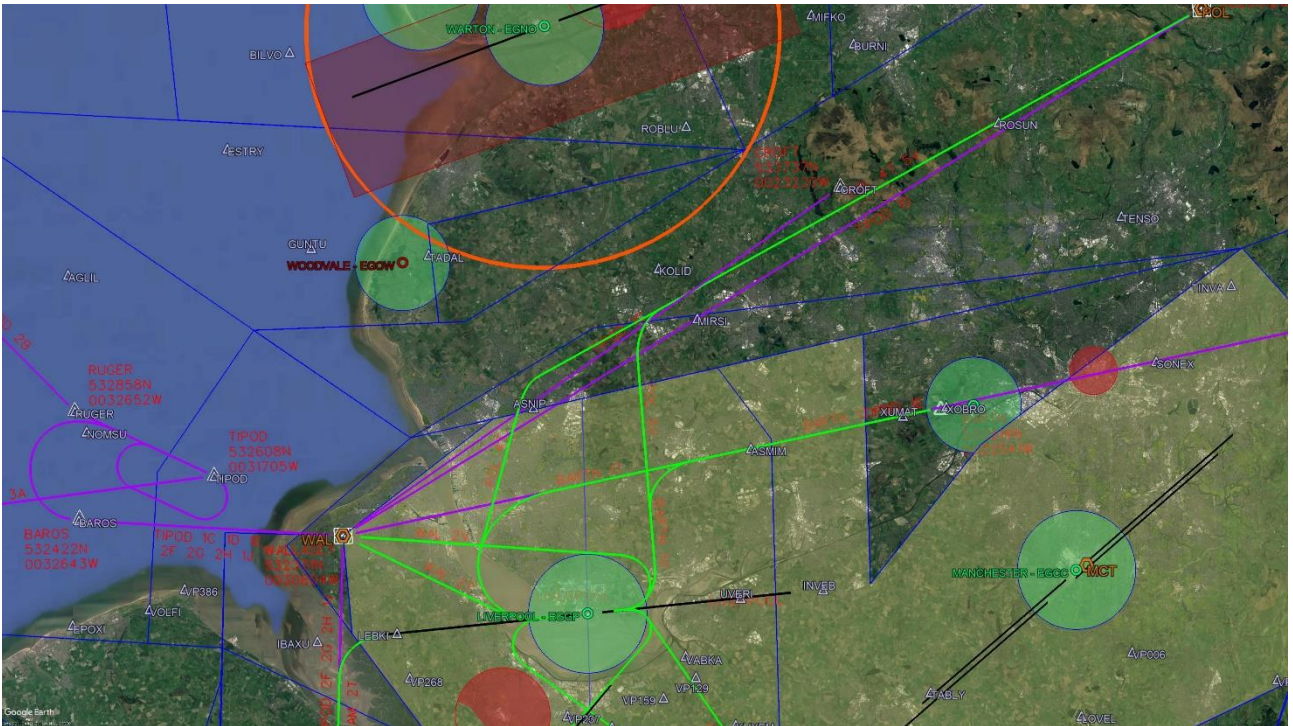


Chart 4 – Manchester Interactions

