

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-09-0177	1.0	16/09/2021	08/09/2021

## NAVAID CALIBRATION TRENT (TNT) VOR/DME

**NDS**

Subject to NOTAM: No

Date(s) of activity/Validity:

20<sup>th</sup> September 2021 – 31<sup>st</sup> March 2022

Times (ALL TIMES UTC)

22:00 – 04:30

Vertical Limits:

4,500ft AMSL – FL120

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62  
Callsign: FlightCal 06

NDS Approved:

*Yes – Subject to the conditions in Section 2*

Event Sponsor(s):

NATS (Attn: Richard Handford)  
4000 Parkway  
Whiteley  
Fareham  
PO15 7FL  
01489 615365  
[Richard.Handford@nats.co.uk](mailto:Richard.Handford@nats.co.uk)

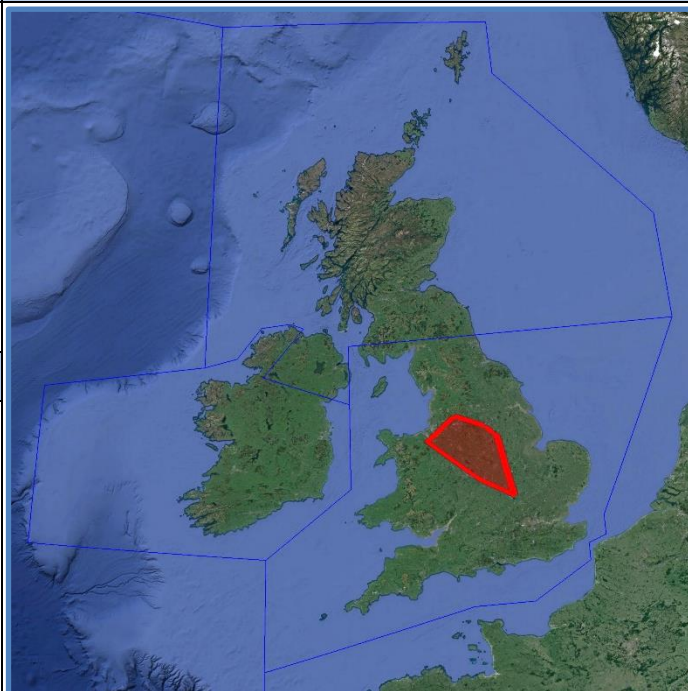
Aircraft Operator(s):

Flight Calibration Services (Attn: Chris Tutt)  
Calibration House  
17-19 Cecil Pashley Way  
Shoreham Airport  
Shoreham-by-Sea  
West Sussex  
BN43 5FF  
01243 538245  
[operations@flight-cal.com](mailto:operations@flight-cal.com)

ATS Units/  
Controlling Agencies:

Birmingham	0121 767 1210
East Midlands	01332 852993
Manchester	0161 209 2836
Prestwick ACC	01294 655300
Swanwick LTC – SWA	02380 401110

Geographical Limits:



Airspace Reservations:

Nil

Departure/Destination Aerodrome(s)

EGGP

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. 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.
6. 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.
7. 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.
8. 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**

9. 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).
10. 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>
11. 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.
12. 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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

13. This ACN details the flight profiles required to conduct a routine calibration of the Trent (TNT) VOR/DME.

14. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week 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.

15. **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.*). 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.

16. **Air Traffic Service (ATS) Provision – 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.

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

- a. East Midlands                      134.180 MHz
- b. Manchester                         118.580 MHz

18. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). 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.

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

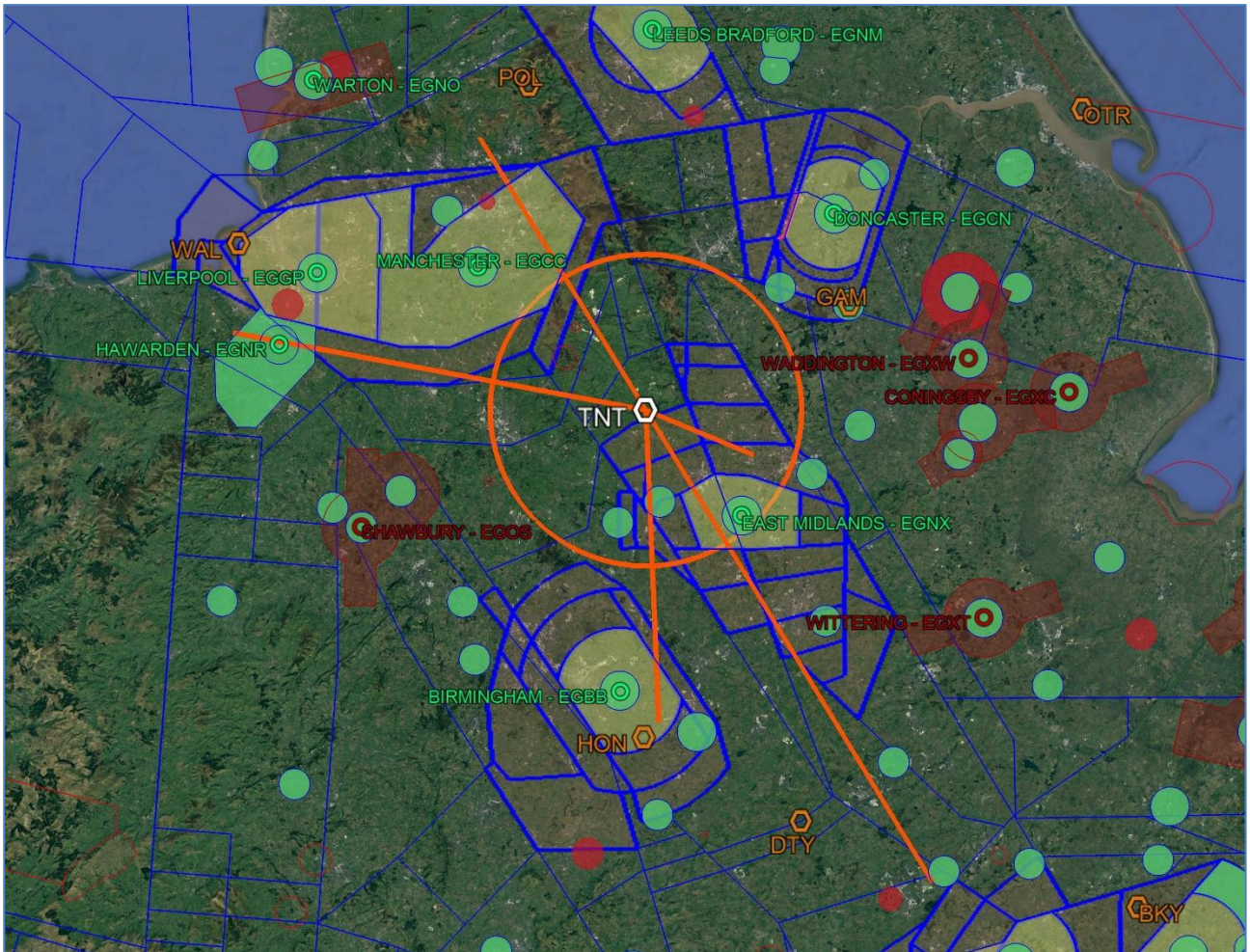
Serial No	Description	Altitude/FL	Notes
A1	20NM Anti-Clockwise Orbit	4,500ft	2 x 360° Orbits If 4.5A is not acceptable to ATC, 4A is the preference, but could accept 5A East Midlands QNH Lead: East Midlands
A2	R177 to 40D (Birmingham SID - TNT 4G)	6,000ft	Will fly with the SID (South to North) Birmingham QNH Lead: Birmingham
A3	R148 to 71D (RNAV Route T420 TNT-BIG)	FL100	Can also accept FL110
A4	R112 to 15D (RNAV Route Q4 TNT-EMBOR)	FL110	Can also accept FL120
A5	R280 to 54D (Liverpool KEGUN 2A/2B/2C STARs)	As per procedures	
A6	R328 to 41D (Manchester ROSUN 2A STAR)	As per procedure	

### 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

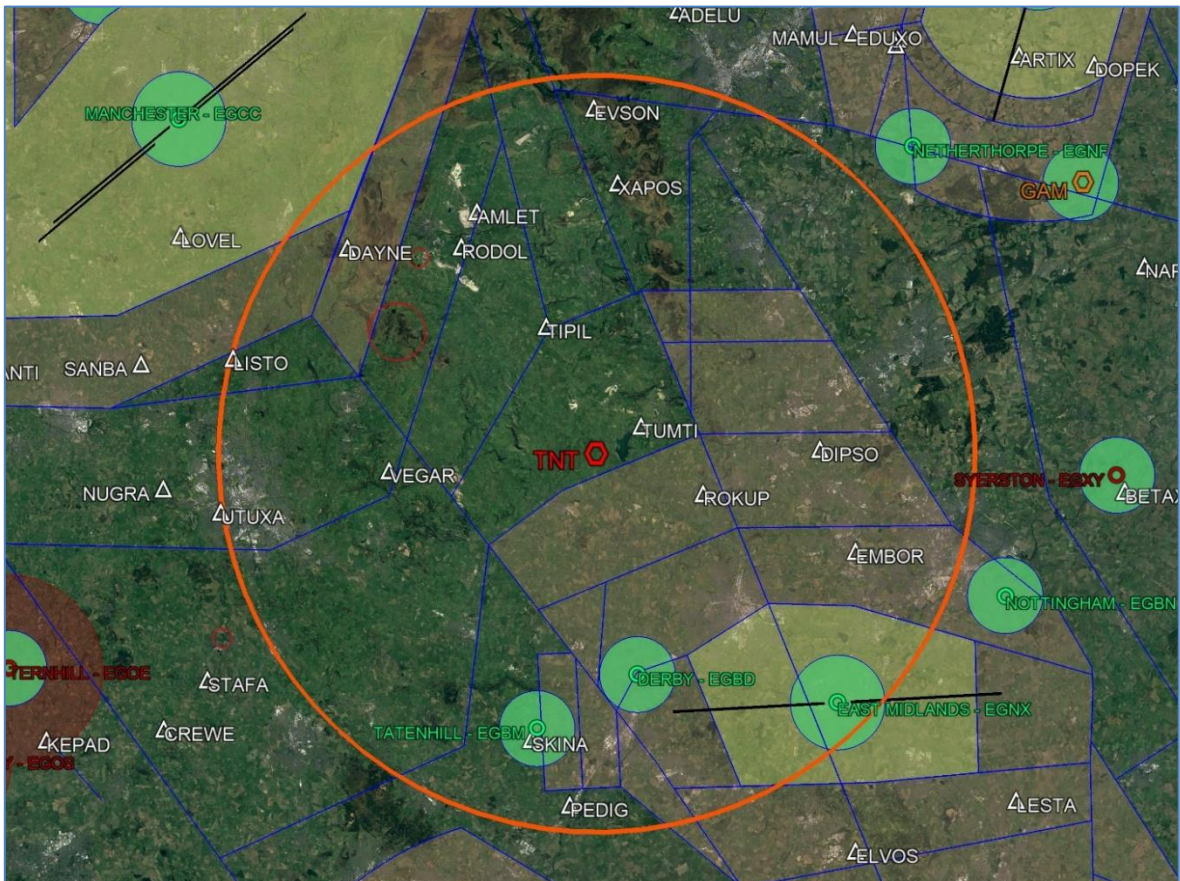
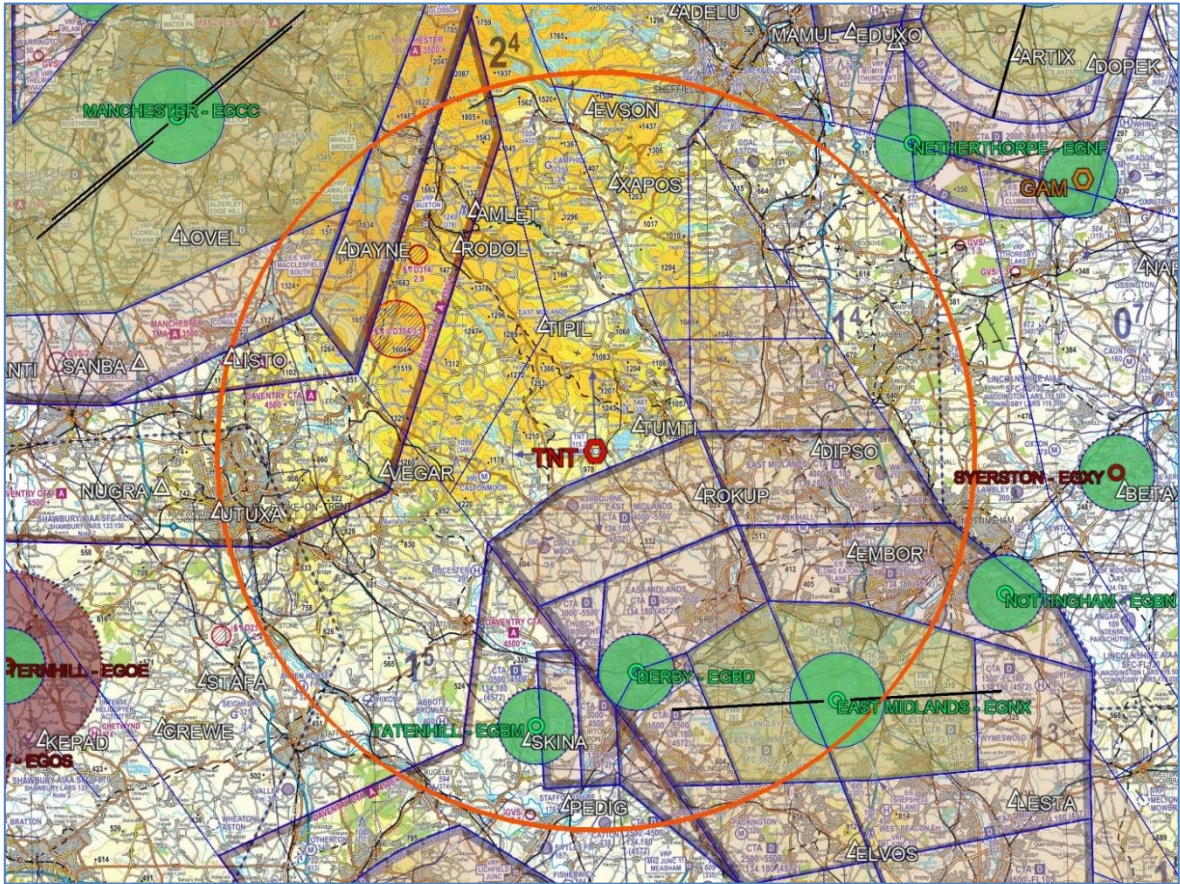




**Charts 2 & 3 – Serial A1 – 4,500ft East Midlands QNH**

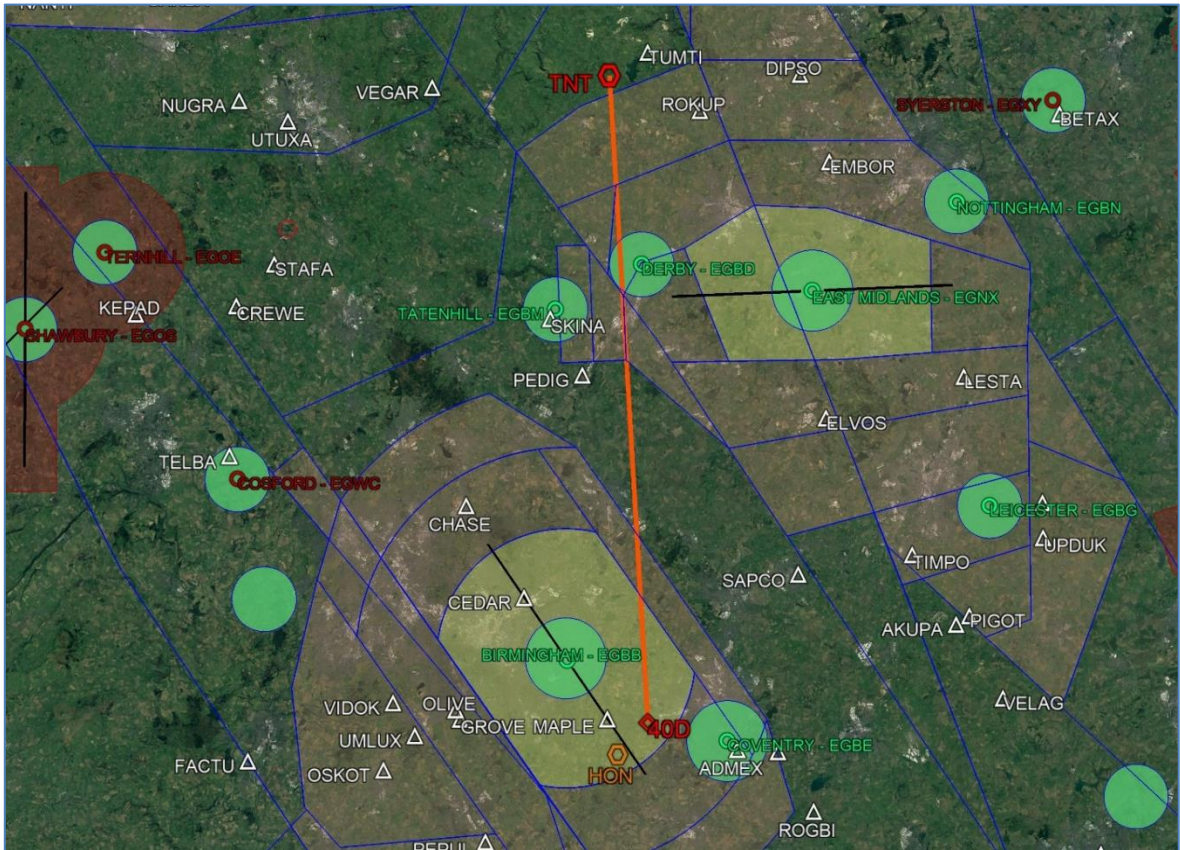
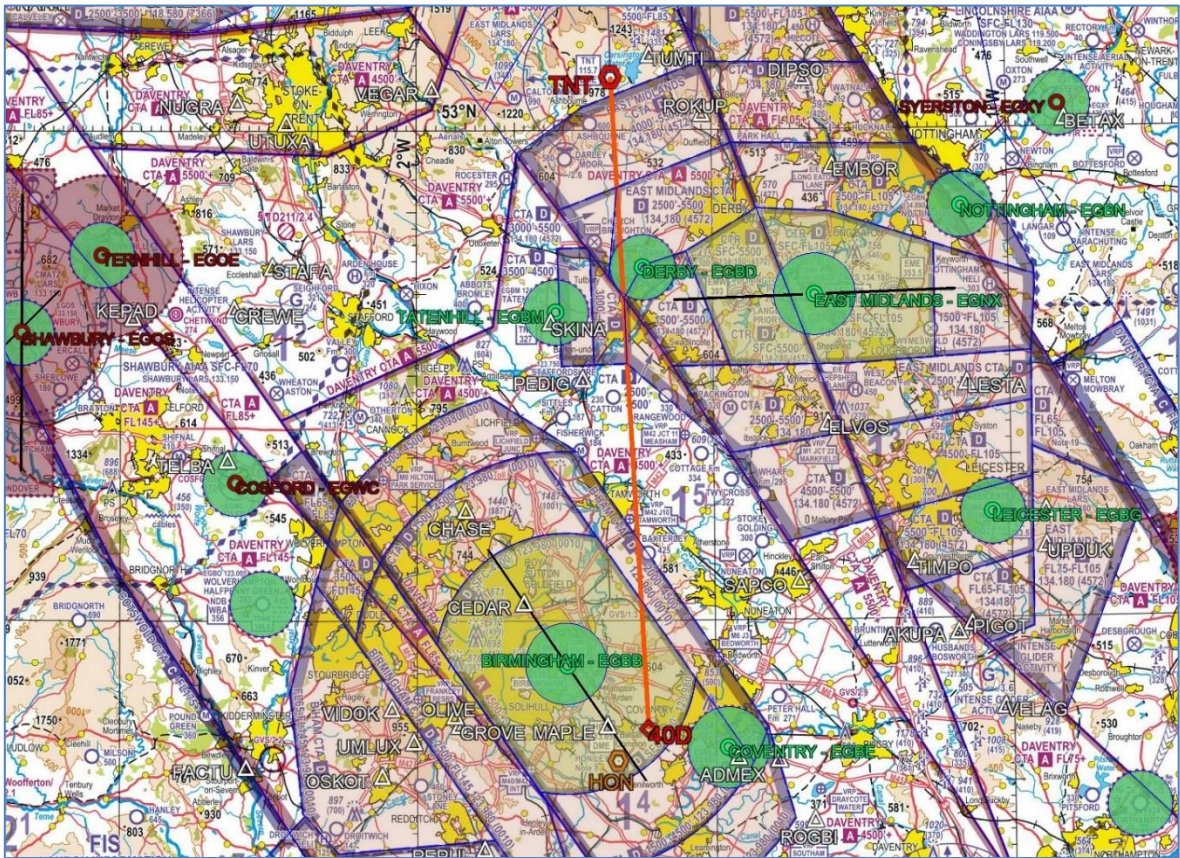
*20nm Anti-clockwise Orbit*

*If 4,500ft is not available, the aircraft would prefer 4,000ft, but could accept 5,000ft*



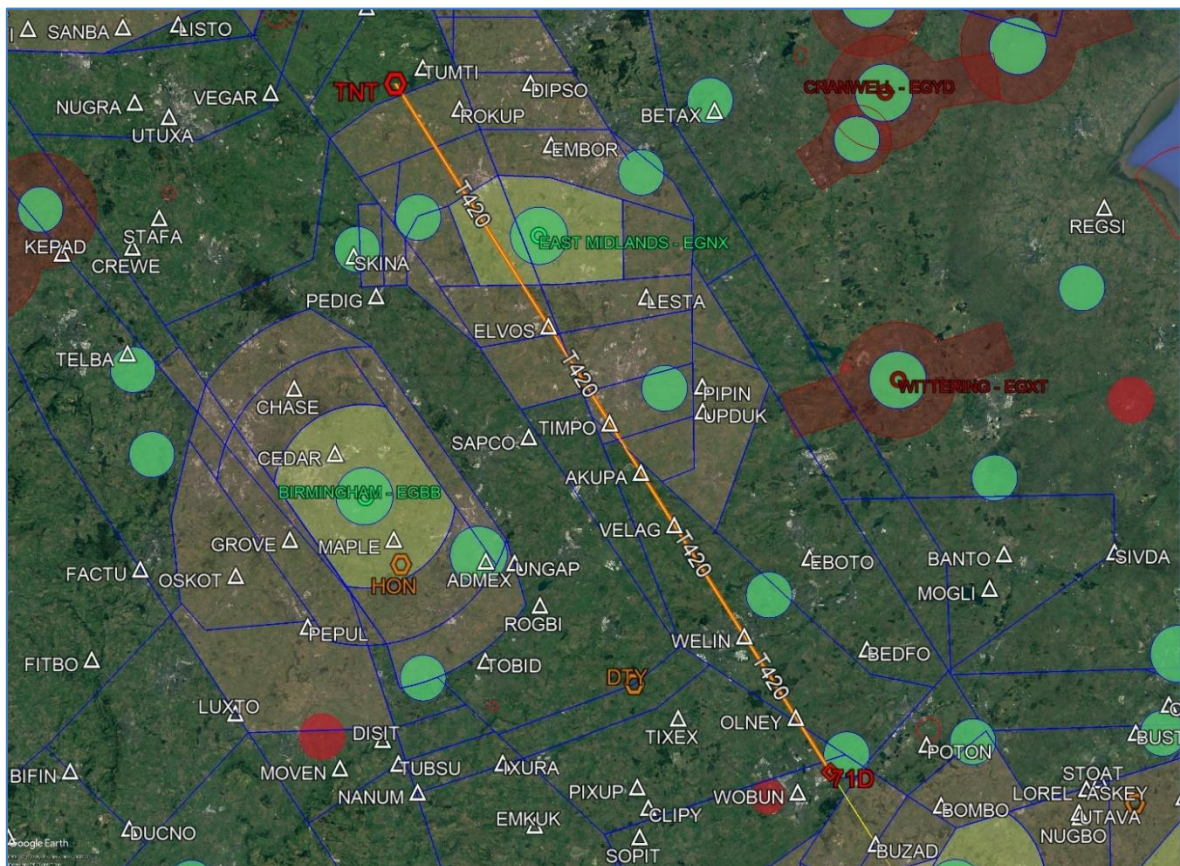
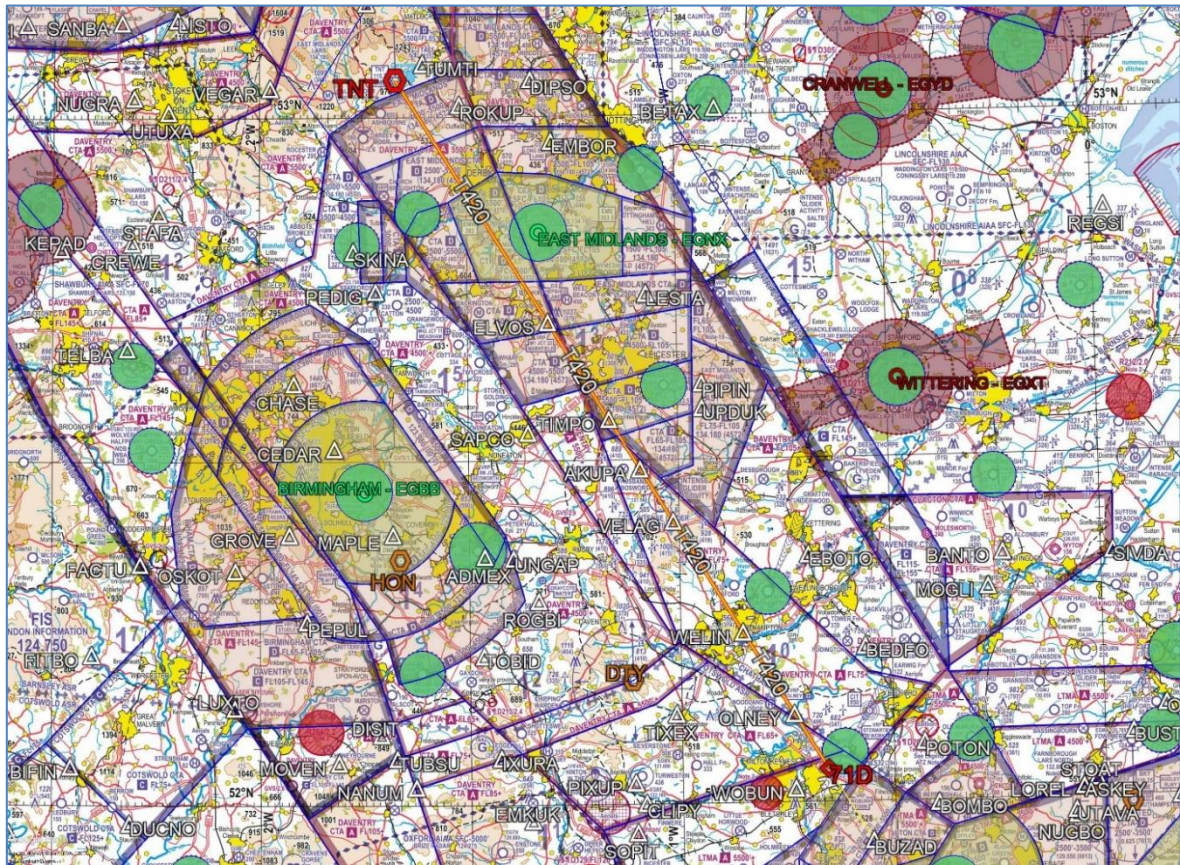


**Charts 4 & 5 – Serial A2 – 6,000ft Birmingham QNH**  
*R177 to 40D (Birmingham SID -TNT 4G)*  
*Aircraft will fly with the SID (South to North)*



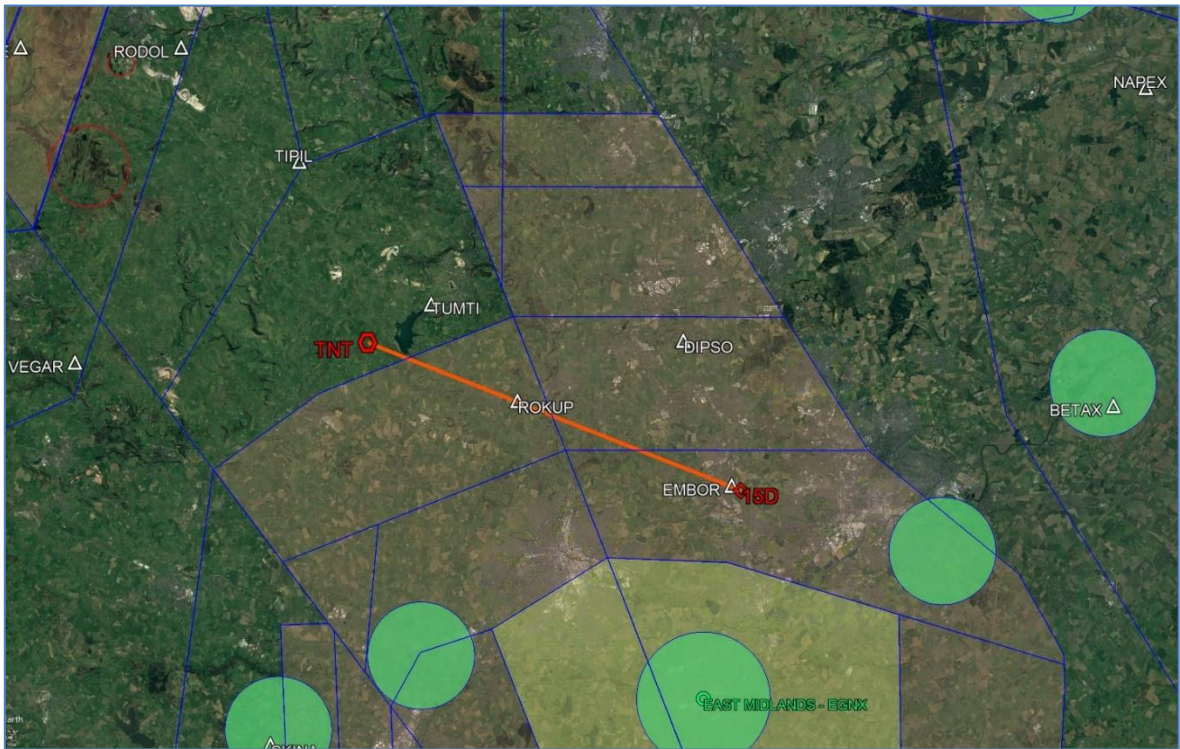
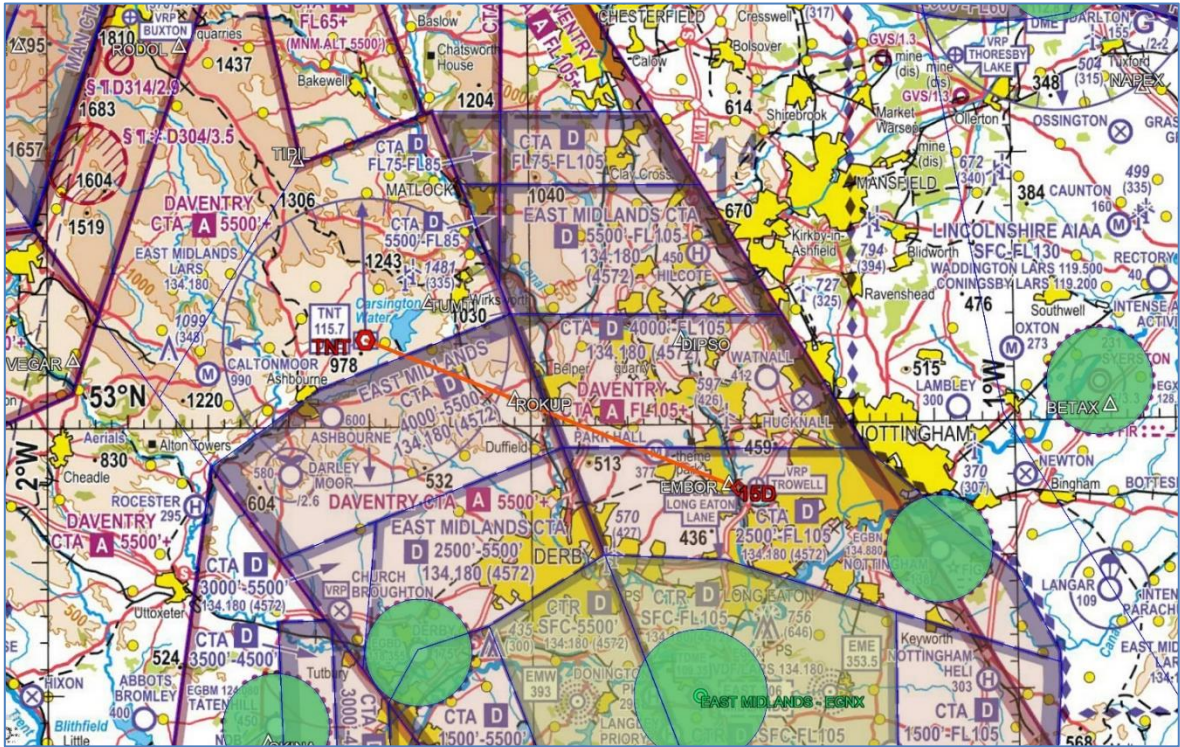


**Charts 6 & 7 – Serial A3 – FL100**  
**R148 to 71D (RNAV Route T420 TNT-BIG)**  
**Aircraft can accept FL110**



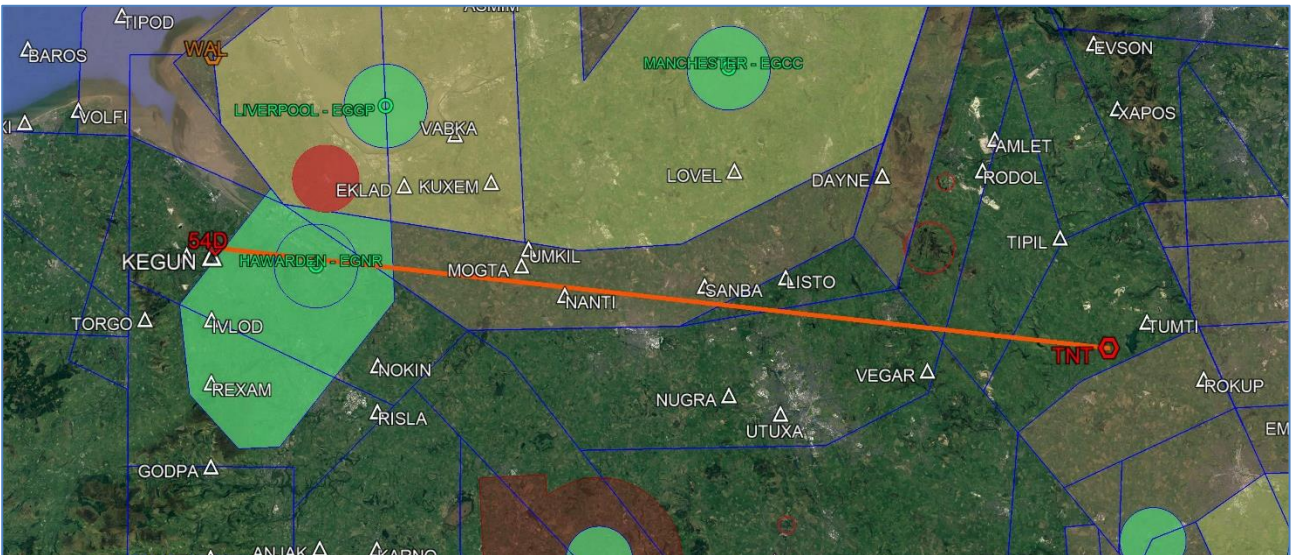
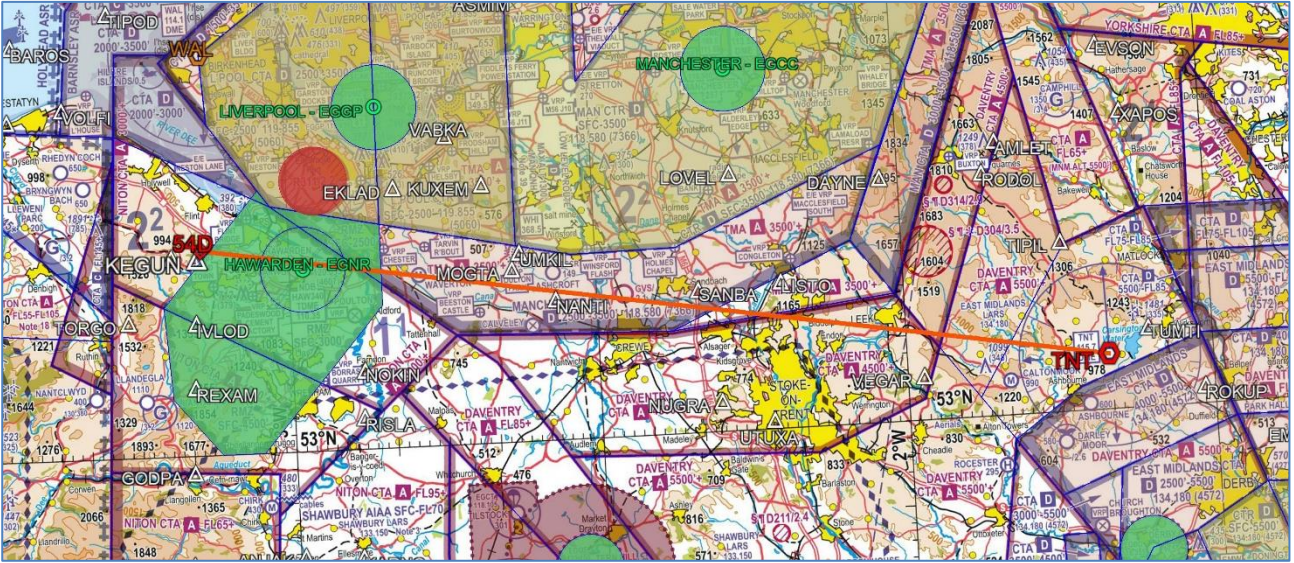


**Charts 8 & 9 – Serial A4 – FL110**  
**R112 to 15D (RNAV Route Q4 TNT-EMBOR)**  
**Aircraft can accept FL120**





Charts 10 & 11 – Serial A5 – As Per Procedure  
R280 to 54D (Liverpool KEGUN 2A/2B/2C STARs)





Charts 12 & 13 – Serial A6 – As Per Procedure  
R328 to 41D (Manchester ROSUN 2A STAR)

