

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-01-0236	1.0	21/01/2022	17/01/2022

## NAVAID CALIBRATION BRIZE NORTON TACAN

**NDS**

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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24 <sup>th</sup> January 2022 – 31 <sup>st</sup> December 2022	Day or Night
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Vertical Limits:	Allocated Mode 3A (SSR):
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2,700ft AMSL (VN QNH – Elevation 278ft)	0024
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Aircraft Details:	NDS Approved:
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Type: B200 / DA42 Callsign: CLBxxx	<b>Yes – Subject to the conditions in section 2</b>
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Event Sponsor(s):	Aircraft Operator(s):
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Thales Flight Inspection Service Attn: The Operations Officer Teesside International Airport Darlington County Durham DL2 1LU 01325 335346	Thales Flight Inspection Service Teesside International Airport Darlington County Durham DL2 1LU 01325 335346
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Benson 01491 827017 Boscombe Down 01980 663246 Bournemouth 01202 364150 Brize Norton 01993 897878 Farnborough 01252 526017 Swanwick LTC – SWA 02380 401110 Info: ADW, Birmingham, Bristol, Gloucestershire, Halton, Kemble, Netheravon, Upavon, Wycombe Air Park	
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Airspace Reservations:
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EG D125 Larkhill 01980 674710 EG D126 Bulford 01980 674710 EG D128 Everleigh 01980 674710 EG D129 Weston-o-t-Green 01993 895147 EG D213 Kinton 01869 257489 EG R101 Aldermaston SI 1003/2016 EG R104 Burghfield SI 1003/2016 EG R105 Highgrove House SI 907/2018
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGNV, EGVN	AS3
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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 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 Military, Swanwick Military (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](mailto:AROps@caa.co.uk)  
Tel: 01293 983880

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

15. This ACN details the flight profiles required to complete a flight calibration of the RAF Brize Norton Tactical Air Navigation (TACAN) system. The calibration is broken into three elements; the orbit, radials and the approach. This ACN only covers the orbits and potential radials as the approach element can be conducted under normal ATM procedures.

16. **This ACN replaces ACN 2017-00-0052.**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least one 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 (including start time) and availability of an ATS.

18. **Times.** This calibration can be conducted by day or night. Should a radial between 070° and 135° be required, then the radial element of the flight will be constrained to operate between 23:00 and 04:30 UTC, however the exact start time will be dependent on traffic in the London TMA, especially during the summer schedule period. The sponsor should discuss this with the appropriate ATC Supervisors during the initial notification.

19. **Salisbury Plain Training Area (SPTA).** Specific time restrictions apply for accessing this airspace, details of which are in paragraph 27.

20. **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. At other times, the aircraft is categorised as CAT Z, (CAP 493 – Section 1, Ch4, Para 10c refers,) and attracts no priority.

21. **Levels.** The sponsor has requested to fly a constant altitude of 2,700ft AMSL, based on the Brize Norton QNH. Within CAS, the pilot may be requested to operate in reference to the London QNH; the pilot is responsible for conducting any conversions and notifying the requirement to ATC.

22. **Orbit.** Two orbits are expected to be flown at 2,700ft (VN QNH) at a range of 20nm from the antenna, however, more may be required subject to engineering requirements. The orbits can be flown either clockwise or anti-clockwise.

23. **Radials.** Radials from 30nm to 10nm may be required to be flown in any sector that fails to meet the required specification.

24. **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.

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

- |                  |             |                                      |
|------------------|-------------|--------------------------------------|
| a. Benson        | 120.900 MHz | <i>Eastern portion only</i>          |
| b. Boscombe Down | 126.700MHz  | <i>South of HEN/East of CPT only</i> |
| c. Brize Norton  | 124.275 MHz | <i>Primary Control Agency</i>        |
| d. Farnborough   | 125.250 MHz | <i>South of the M4 only</i>          |

26. 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.

27. **Netheravon & Upavon.** Parachuting (Netheravon) and Gliding (Upavon) takes place over the weekends or during weekdays when daylight hours exceed 1700hrs. The sponsor is to ensure that prior coordination takes place with both sites, should access to these areas be required. (01980 615381 or Netheravon STANOPS: 01980 628289).

28. **Danger Areas (DAs).** Access to any DA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours. For EG D125, EG D126 and EG D128, access will be restricted in the period:

- a. Mon, Wed, Fri                      1700 – 0800
- b. Tue & Thu                              2100 – 0800 (Winter) 2330-0800 (Summer)
- c. Weekends:                              Please contact SPTA Air Ops (01980 674710) if there is a requirement to conduct flights during a weekend as there are periods during the year when live firing takes place on a weekend.

29. **EG R101 (Aldermaston) & EG R104 (Burghfield).** In accordance with The Air Navigation (Restriction of Flying) (Nuclear Installations) Regulations 2016 – Statutory Instrument No. [1003/2016](#), access to the restricted airspace of Aldermaston or Burghfield is subject to a separate specific approval from the CAA.

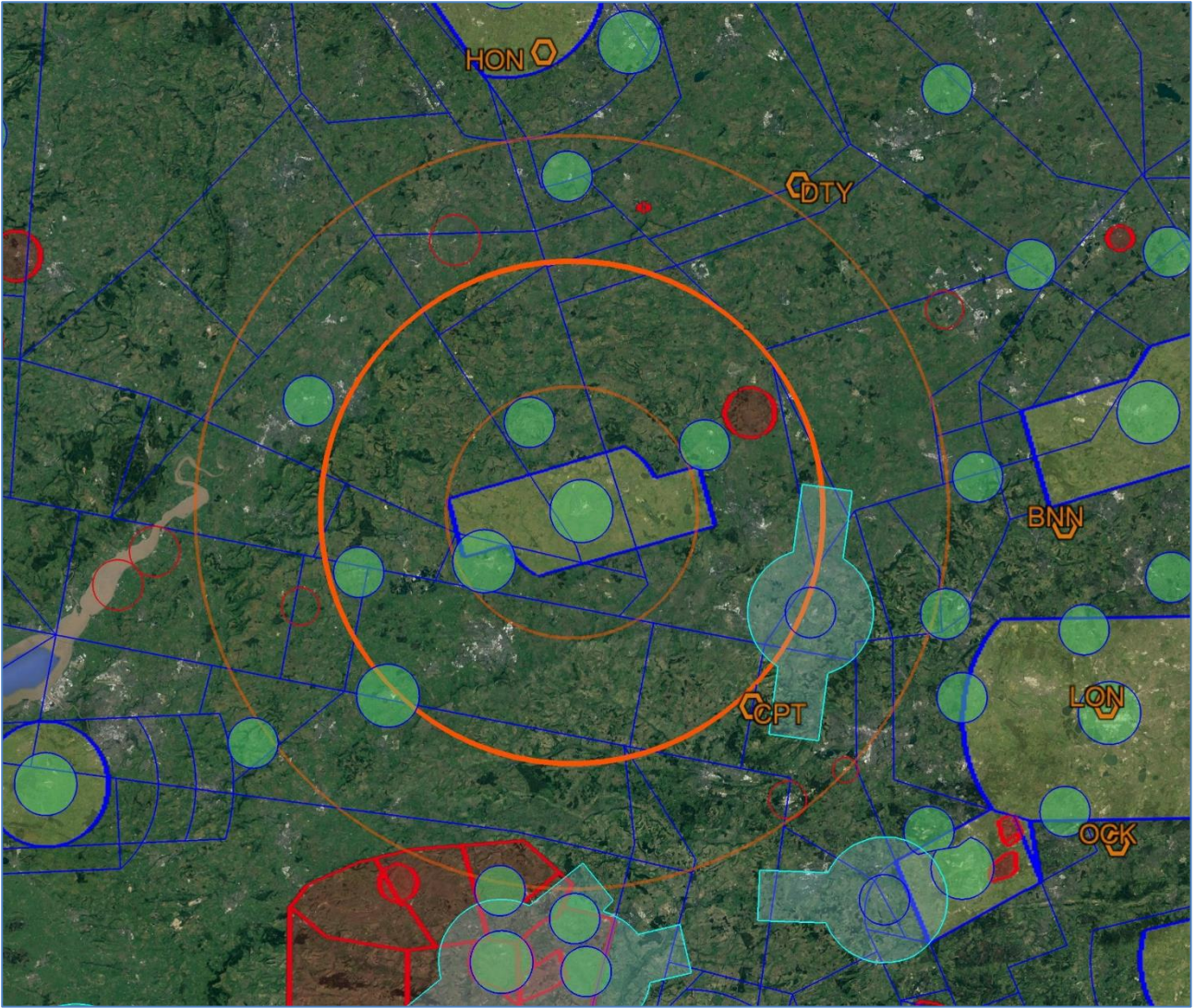
30. **EG R105 (Highgrove House).** In accordance with The Air Navigation (Restriction of Flying) (Highgrove House) (Restricted Area EG R105) Regulations 2018 – Statutory Instrument No. [907/2018](#), access to the restricted airspace of Highgrove House is subject to a separate specific approval from the CAA.

### SECTION 3

#### Area of Operation

31. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

#### Chart 1 – Overview



Charts 2 & 3 – 20nm Orbit  
Clockwise or Anti-Clockwise

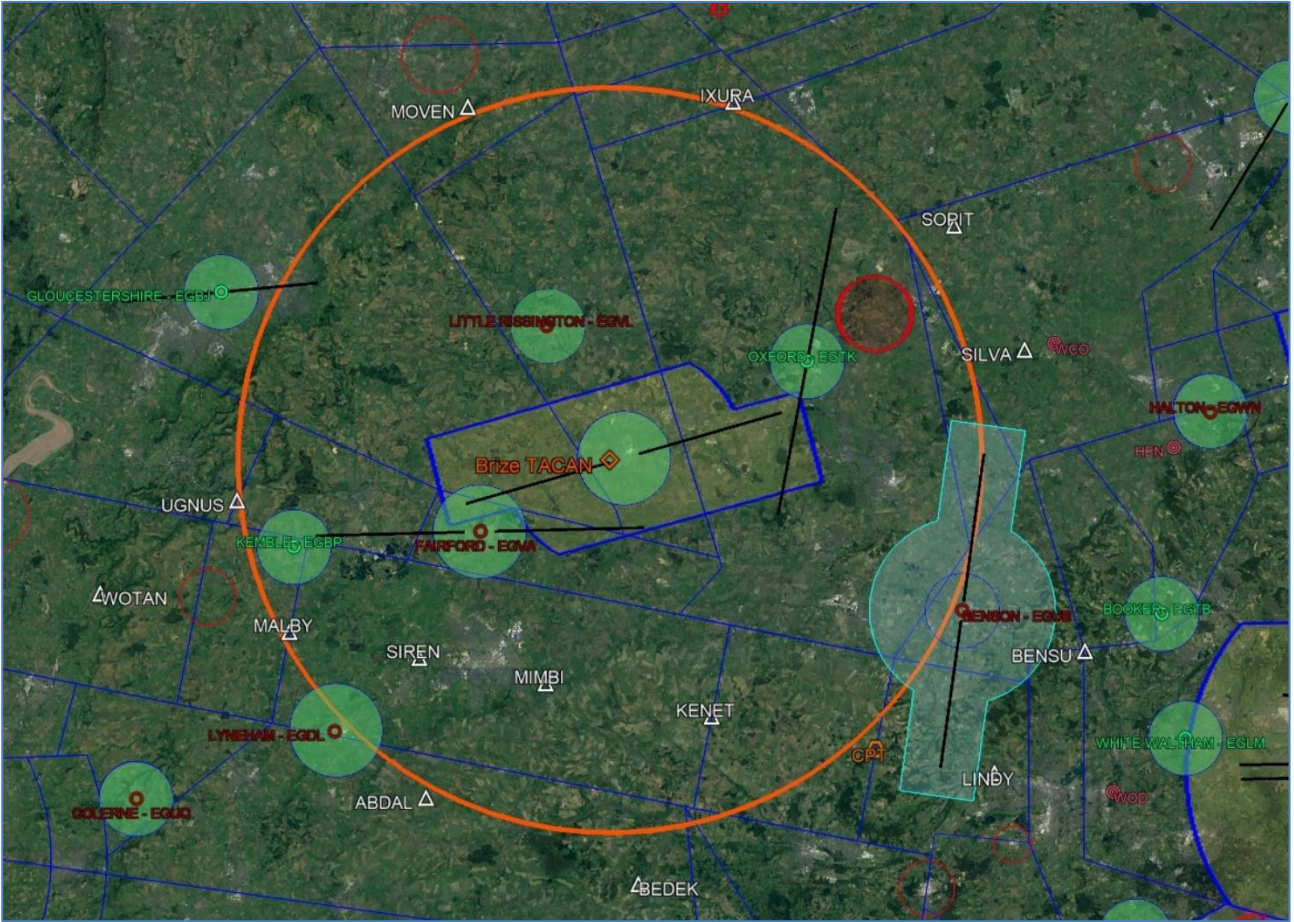


Chart 4 – 30nm, (20nm) & 10nm ring showing extent of radial operations

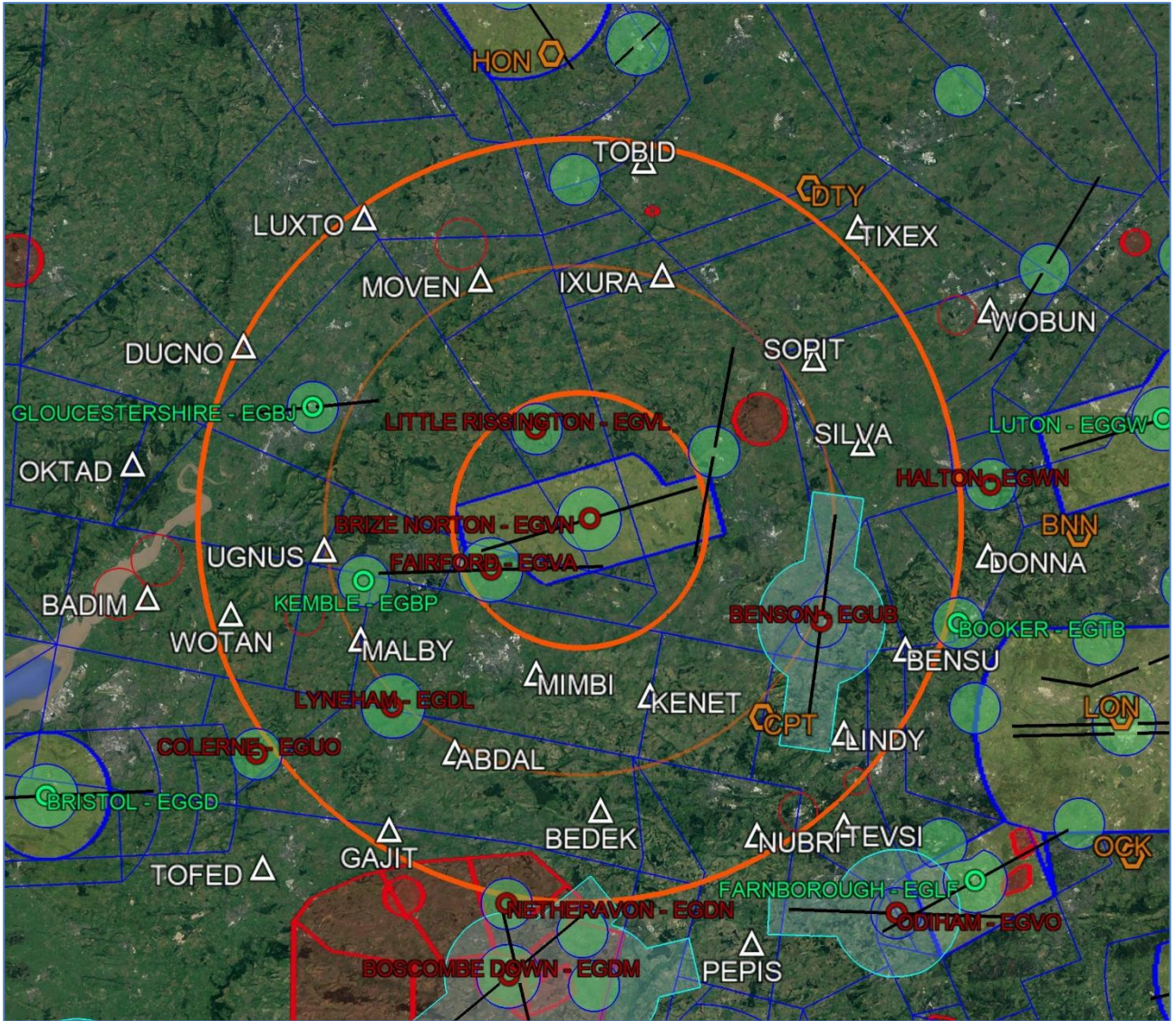


Chart 5 – 30nm, (20nm) & 10nm ring showing extent of radial operations

