

**AIRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2023-08-0144	2.0	15/08/2024	28/07/2023

Civil Aviation  
Authority

## NAVAID CALIBRATION ODIHAM TACAN

# NDS

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

15 Aug 24 – 31 Jul 25

**Times (ALL TIMES UTC)**

23:59 – 0430 (23:00 – 03:30)

**Vertical Limits:**SFC – 5,000ft AMSL (*VO QNH – Elev 405ft*)**Allocated Mode 3A (SSR):**

0024

**Aircraft Details:**

Type: B200 / DA42

Callsign: CLBxxx

**NDS Approved:***Yes – Subject to the conditions in Section 2***Event Sponsor(s):**

Thales Flight Inspection Service

*Attn: The Operations Officer*

Teesside International Airport

Darlington

County Durham

DL2 1LU

01325 335346

**Aircraft Operator(s):**

Thales Flight Inspection Service

Teesside International Airport

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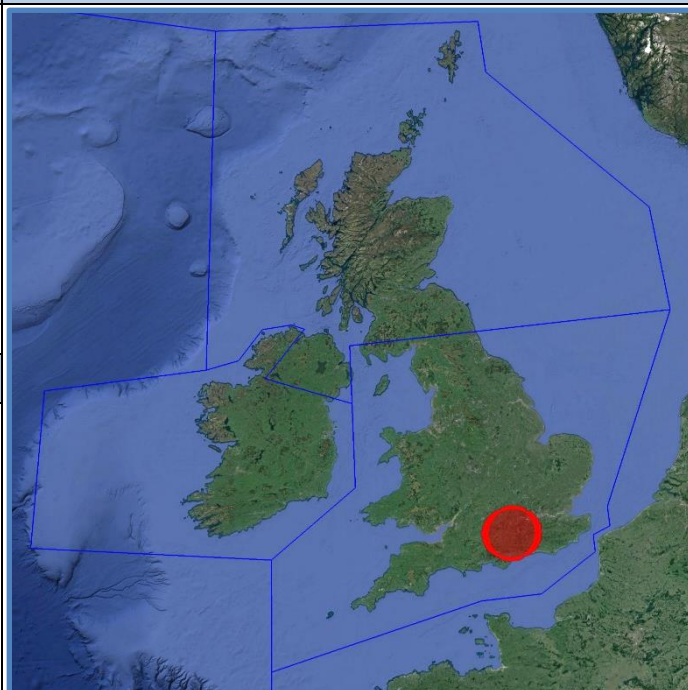
**ATS Units/****Controlling Agencies:**

Odiham 01256 367276

London Information 01489 611970

Swanwick LTC – SWA 02380 401110

Swanwick Mil (78 Sqn) – West 01489 612417

*Info: Benson, Boscombe Down, Bournemouth, Brize Norton,  
Farnborough, Middle Wallop, Northolt, Southampton***Geographical Limits:****Airspace Reservations:**

EG D126 Bulford 01980 674710

EG D127 Porton 01980 663246

EG D128 Everleigh 01980 674710

**Departure/Destination Aerodrome(s)**

EGNV

**ACN Issued by:**

AU3

## 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) – AU3  
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 Odiham 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. **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. **Times.** Due to the potential impact to GAT operations within CAS, this calibration can only be conducted after 23:59 UTC (23:00 UTC during daylight saving time), 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.

18. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only and within 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.

19. **Levels.** The sponsor has requested to fly a constant altitude of 5,000ft AMSL, based on the Odiham 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.

20. **Orbit.** Two orbits are expected to be flown at 5,000ft (VO 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.

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

22. **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. calibration

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

- |                        |             |                             |
|------------------------|-------------|-----------------------------|
| a. Odiham              | 131.300 MHz | Primary Coordinating Agency |
| b. London Information  | 124.600 MHz |                             |
| c. Swanwick LTC        | On Request  |                             |
| d. Swanwick Mil – West | On Request  |                             |

24. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability and unit workload. 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.

25. Between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

26. **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.

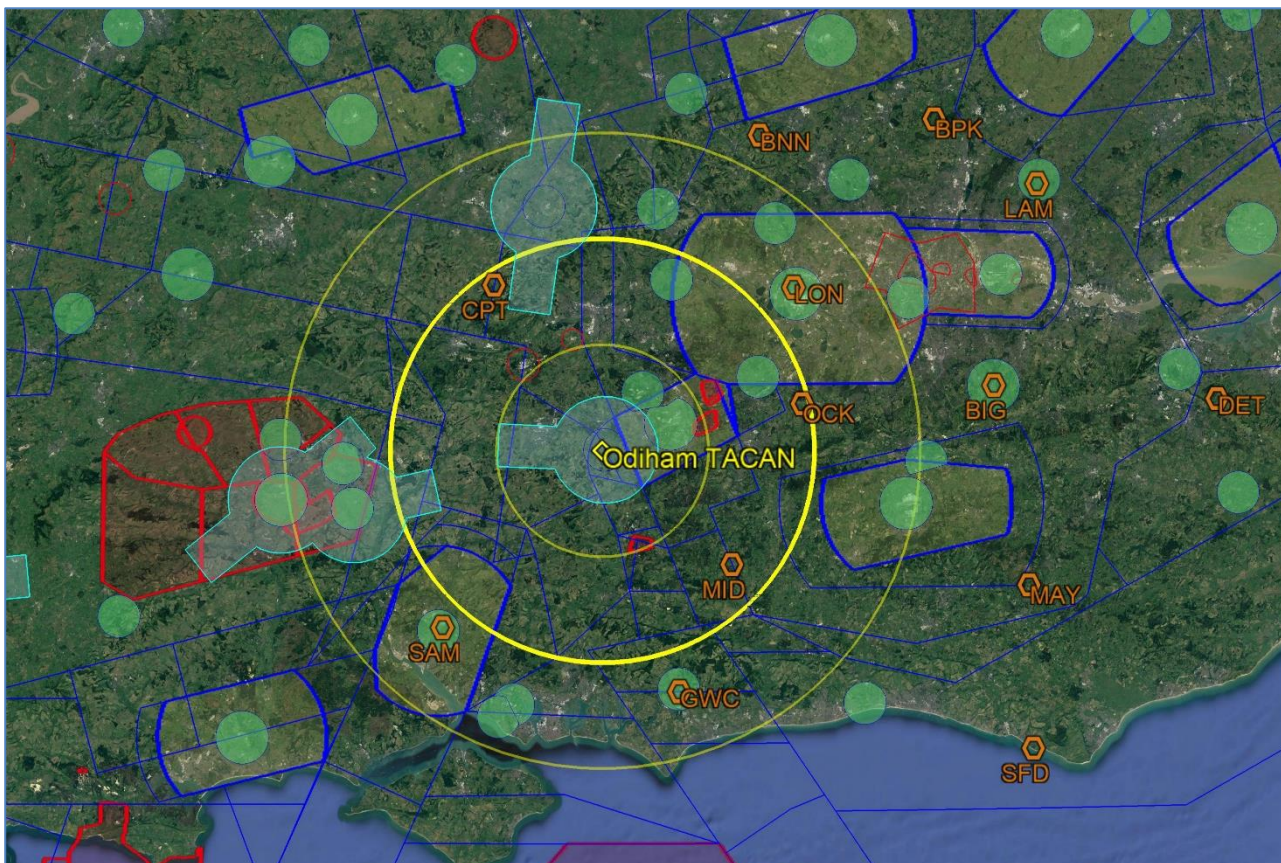


### SECTION 3

#### Area of Operation

27. 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

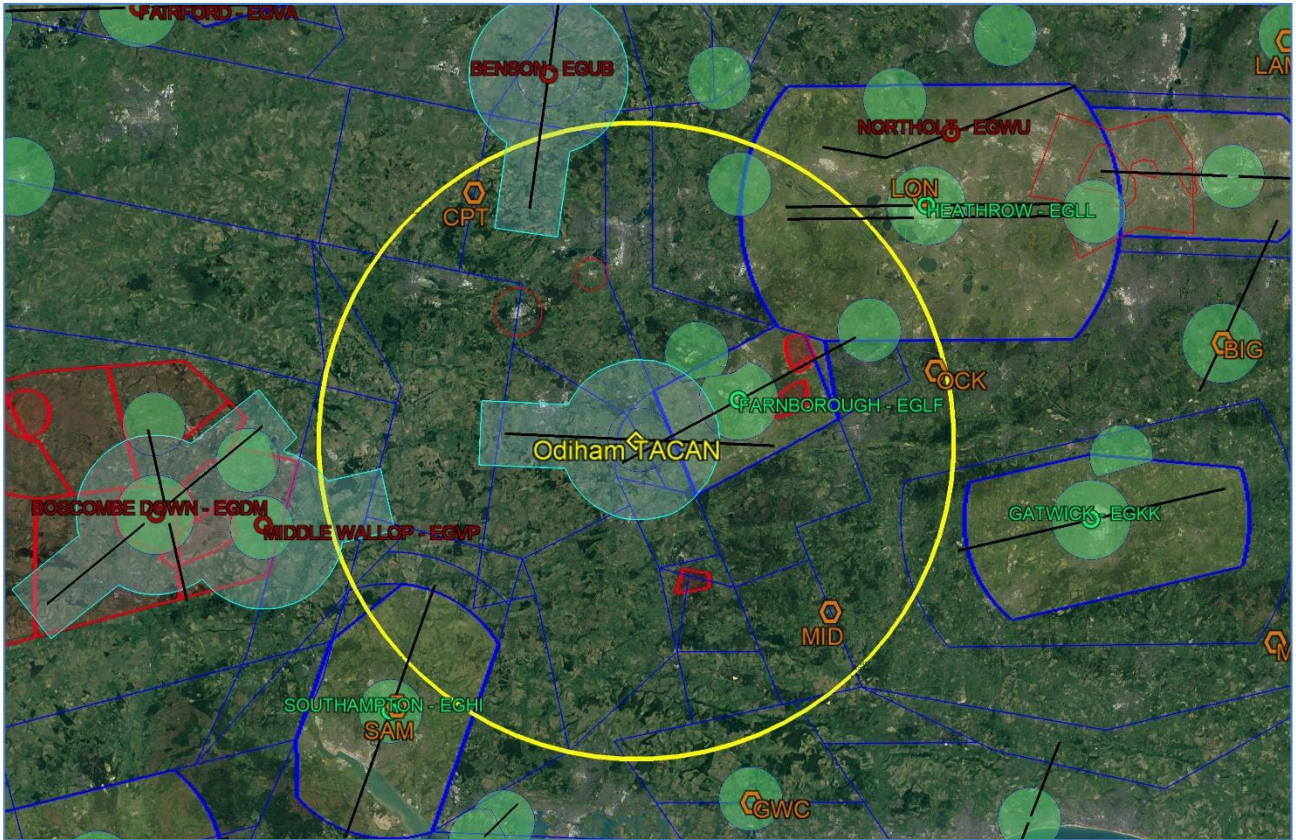




Chart 4 – 30nm ring showing extent of radial operations

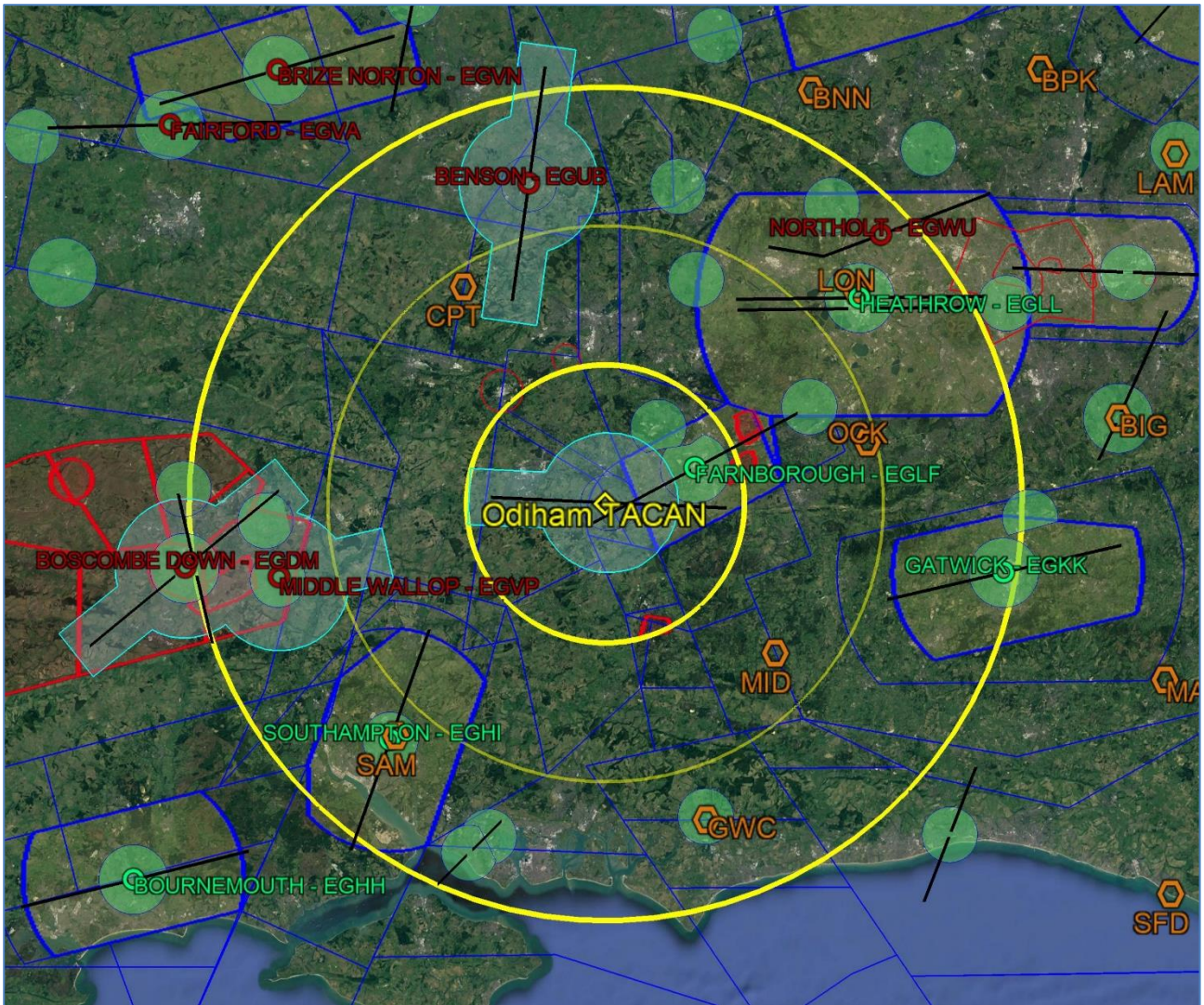




Chart 5 – 30nm ring showing extent of radial operations

