AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2021-02-0168	1.0	**10/02/2021**	**10/02/2021**

NAVAID CALIBRATION
INVERNESS VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times (ALL TIMES UTC)**
01st February 2021 – 31st December 2021	09:00 – 19:00
Vertical Limits:	**Allocated Mode 3A (SSR):**
2,000ft – 9,500ft AMSL	0024
Aircraft Details:	**NDS Approved:**
Type: DA62 Callsign: *TBN*	Not Applicable.
Event Sponsor(s):	**Aircraft Operator(s):**
Karen Banks Highlands & Islands Airports Ltd Inverness Airport Inverness IV2 7JB 01667 464209 KBanks@hial.co.uk	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport West Sussex BN43 5FF 01243 538245 ops@flight-cal.com
ATS Units/ Controlling Agencies:	**Geographical Limits:**
Inverness 01667 464293 Lossiemouth 01343 816075 Prestwick ACC 01294 655300 Tain (AWR) 01862 894164	
Airspace Reservations:	
EG D703 Tain EG R610 A & D The Highlands	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGPE	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 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) – Attn: AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to calibrate the Inverness VOR/DME.

16. **Priority.** This flight has been afforded Non-Deviating Status (NDS) for the duration, (*CAP493 Section 1, Chapter 4, Para 17 refers)*.

17. **Airspace Reservations.** The flight profiles require penetration of the following airspace:

a. EG D 703 Tain AWR 01862 894164 122.750 MHz

b. EG R610 MAMC LF 01489 443100

18. **ATS Provision – Lower Airspace Radar Service (LARS).** Availability of a service from a LARS 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, shall be notified via NOTAM.

19. **Profiles:**

Serial No	**Description**	**Altitude**	**Notes**
A1	Position 20NM East of INS VOR to commence 20NM anti-clockwise orbit	4,500ft	360º orbit on each of two Tx (expect min. 2 orbits with overlap)
A2	10NM arc from Radial 340º to Radial 108º	2,500 *or* 2,000ft	To be flown as per direct arrival procedures
A3	R192º from INS to 40d	9,500ft	Climb may be required to maintain VOR signal coverage
A4	Inverness VOR/DME Approach Procedure RWY 05	4,000ft	Procedure to be flown as published
A5	Inverness VOR/DME Approach Procedure RWY 23	4,000ft	Procedure to be flown as published

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 – Serial A1

20nm Orbit – Anti Clockwise

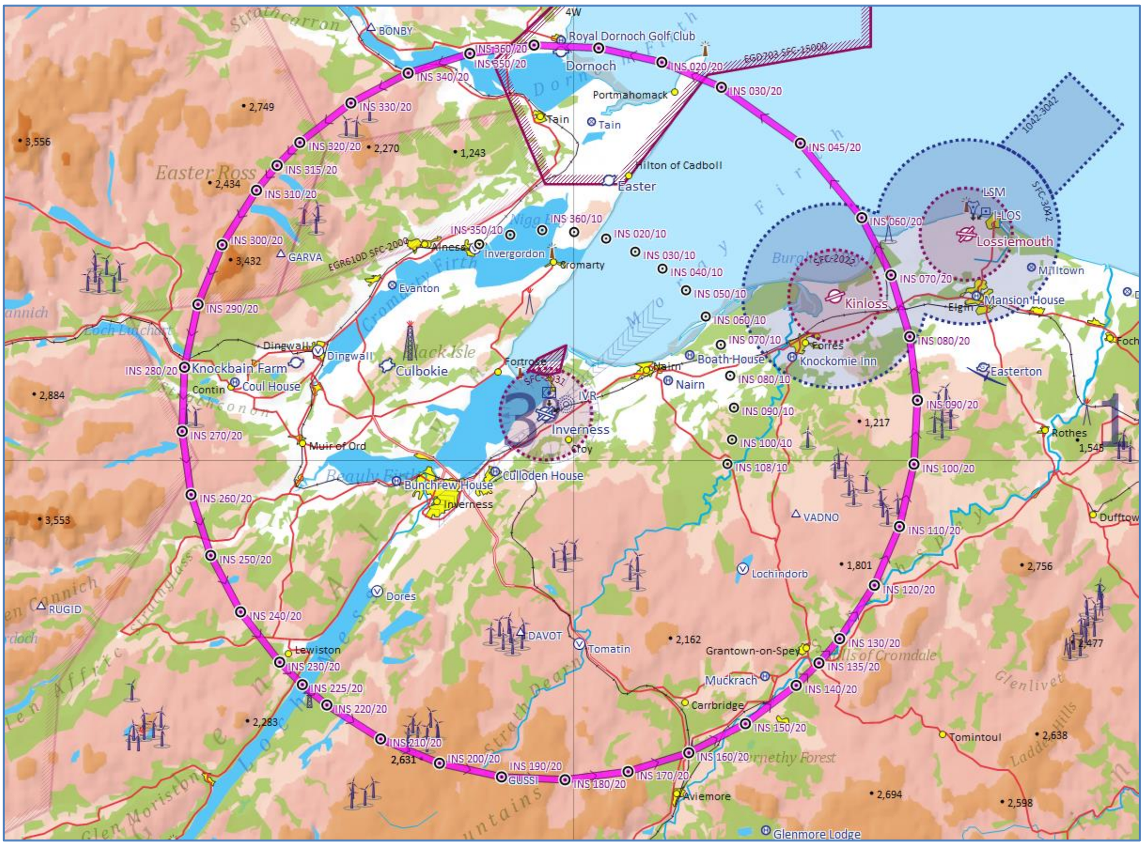

Chart 2 – Serial A2

10NM arc from Radial 340º to Radial 108º

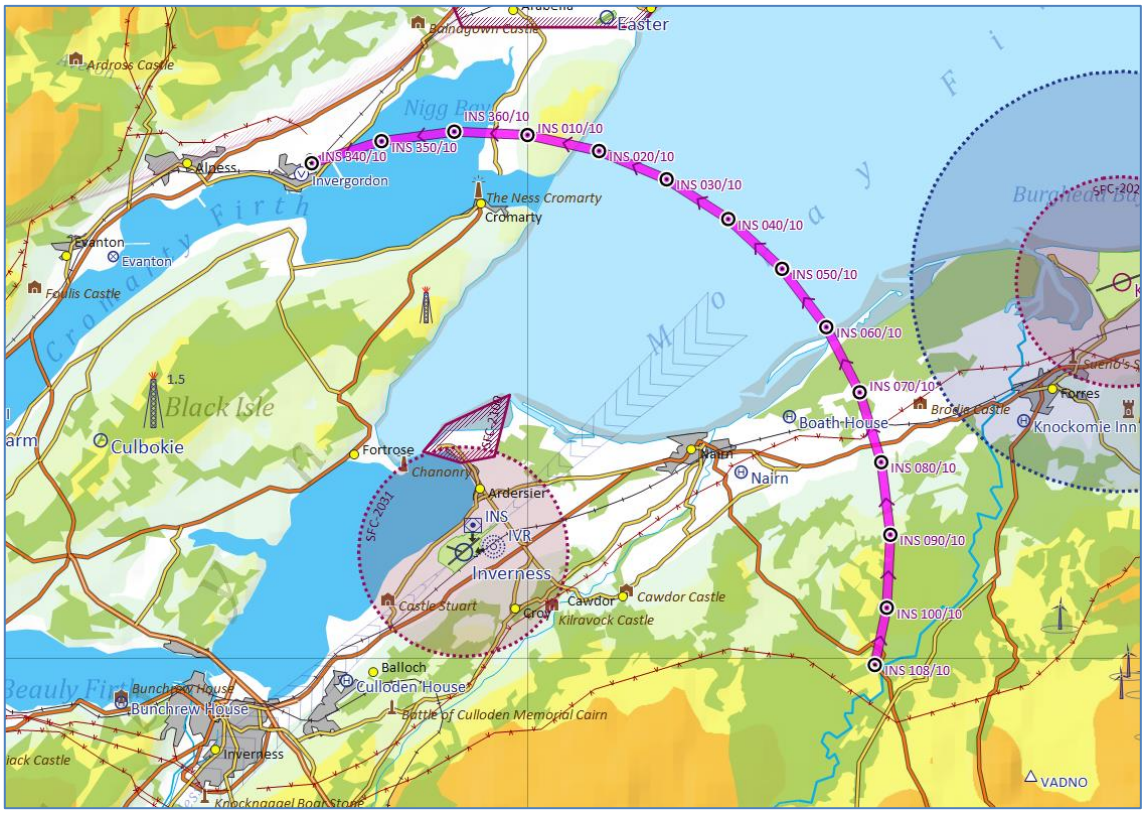

Chart 3 – Serial A3

R192º from INS to 40d

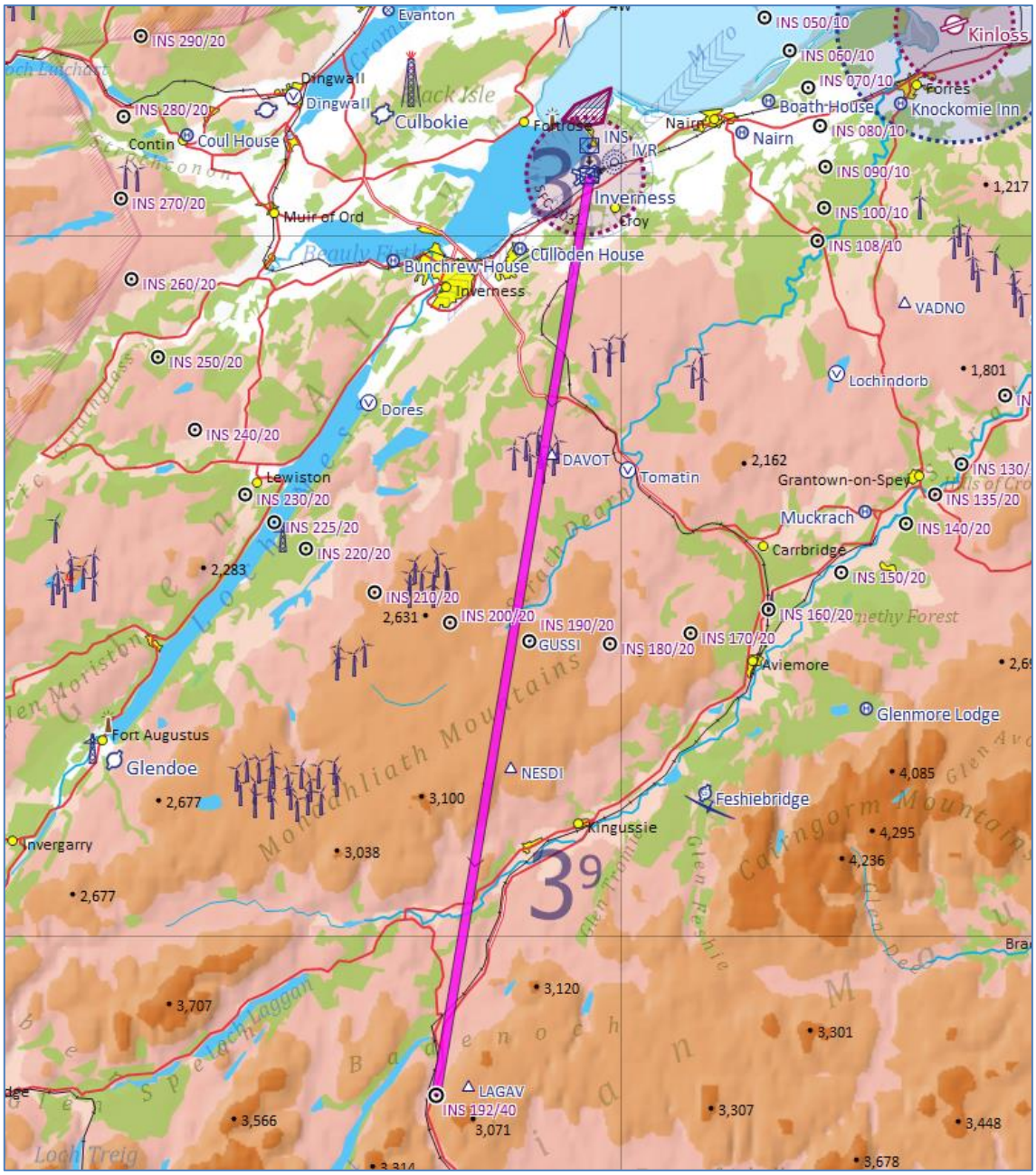

Chart 4 – Serial A4

IAP – VOR/DME RWY 05

(CAT A/B Shown – refer to UK AIP ED2-EGPE for CAT C)

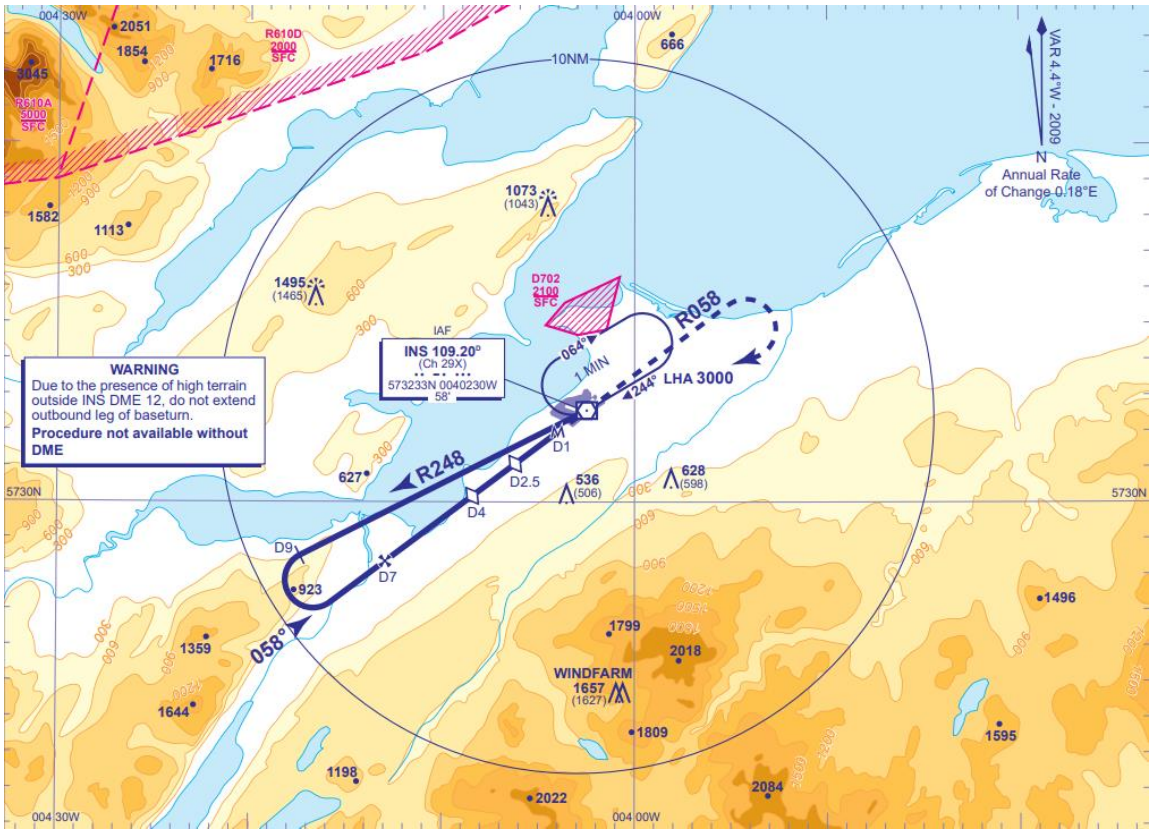

Chart 5 – Serial A5

IAP – VOR/DME RWY 23