

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-04-0118	1.0	06/04/2021	23/03/2021

## NAVAID CALIBRATION SEAFORD (SFD) VOR/DME

### NDS

**Subject to NOTAM: No**

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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27 <sup>th</sup> April 2021 – 31 <sup>st</sup> October 2021	09:00 – 18:00
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Vertical Limits:	Allocated Mode 3A (SSR):
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3,000ft AMSL – FL90	Tactically Issued by ATC
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Aircraft Details:	NDS Approved:
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Type: PA31 Callsign: FlightCal01	<b>Subject to the Conditions in Section 2</b>
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Event Sponsor(s):	Aircraft Operator(s):
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Richard Handford NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 615365 <a href="mailto:Richard.Handford@nats.co.uk">Richard.Handford@nats.co.uk</a>	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 <a href="mailto:ops@flight-cal.com">ops@flight-cal.com</a>
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ATS Units/ Controlling Agencies:	Geographical Limits:
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London Information                      01489 611970 Swanwick ACC – GS Channel      01489 612415 Swanwick LTC – SWA                01489 612478	
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Airspace Reservations:
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Nil
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGMC	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 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) – 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 conduct a routine calibration of the Seaford VOR/DME.

16. **Dates.** Whilst the this ACN is valid until the 31<sup>st</sup> October 2021, the proposed flight date is the 27<sup>th</sup> April 2021.

17. **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.

18. **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.

19. **ATS Provision – Inside 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.

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

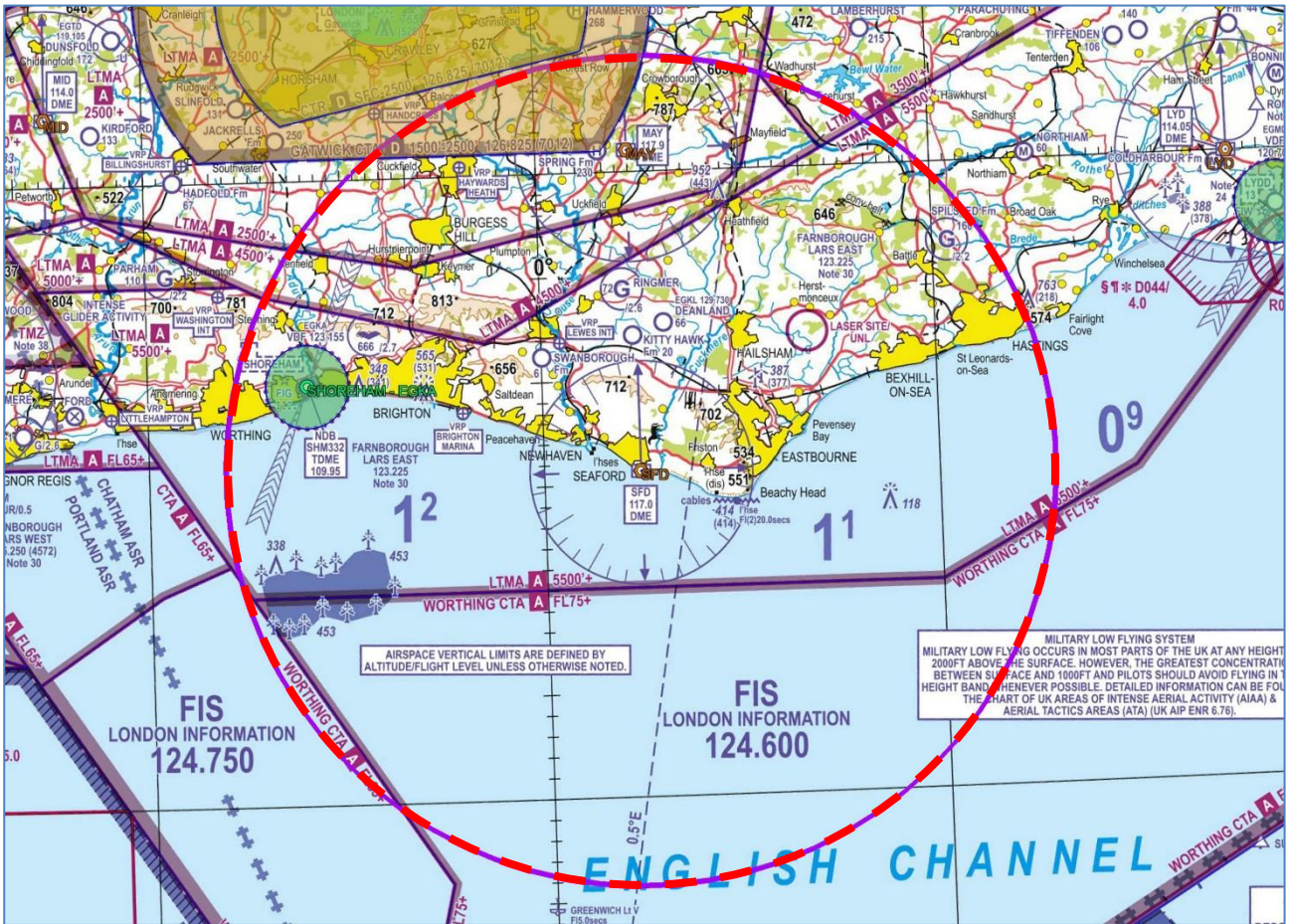
<u>Serial</u>	<u>Description</u>	<u>Alt/FL</u>	<u>Notes</u>
A1	Position 20NM from SFD VOR to commence 20NM anti-clockwise orbit	3,000ft	360° orbit on each of two Tx (expect min. 2 orbits with overlap) Start point subject to ATC to reduce impact.
A2	R344 from SFD to 21D (Gatwick SFD 9P/9W SIDs)	6,000ft	Direction subject to ATC requirement
A3	Area Nav Route Y803 (SFD-LYD) R063 from SFD to 32.1D	FL90	SFD towards LYD
A4	Area Nav Route Y47 (SFD-DRAKE) R192 from SFD to 34D	FL80	SFD towards DRAKE
A5	Area Nav Route M605 (SFD-WOD) R317 from SFD to 56.2D	FL80	Direction subject to ATC requirement

## SECTION 3

### Area of Operation

21. Charts highlighting the area of operation are shown below. This is for illustrative purposes only and not for operational planning.

**Chart 1 – Serial A1**  
**20nm Anti-Clockwise Orbit at 3,000ft AMSL**  
**Commencing from the West side**





**Charts 2 & 3 – Serial A2**  
**R344° from SFD to 21D at 6,000ft AMSL**  
 Direction of flight subject to ATC requirements

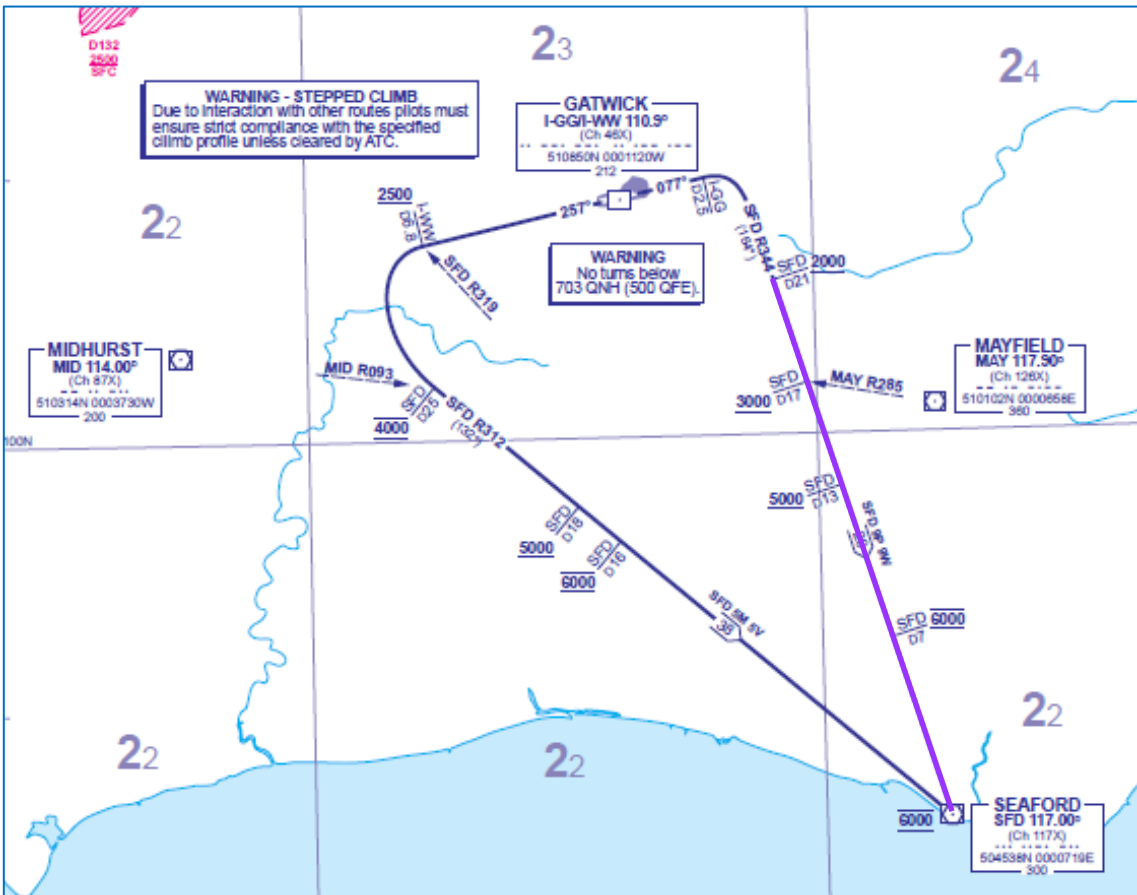




Chart 4 – Serial A3  
R063° from SFD to 32.1D at FL90



Chart 5 – Serial A4  
R192° from SFD to 34D to FL80





**Chart 6 – Serial A5**  
R317° from SFD to 56.2D to FL80  
Direction of flight subject to ATC requirements

