

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-04-0168	4.0	02/08/2021	24/03/2021

NAVAID CALIBRATION MAYFIELD (MAY) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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04 th June 2021 – 31 st October 2021	22:00 – 04:00
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Vertical Limits:	Allocated Mode 3A (SSR):
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4,000ft AMSL – FL180	Tactically Issued by ATC
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Aircraft Details:	NDS Approved:
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Type: DA62 Callsign: FlightCal02	Subject to the Conditions in Section 2
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Event Sponsor(s):	Aircraft Operator(s):
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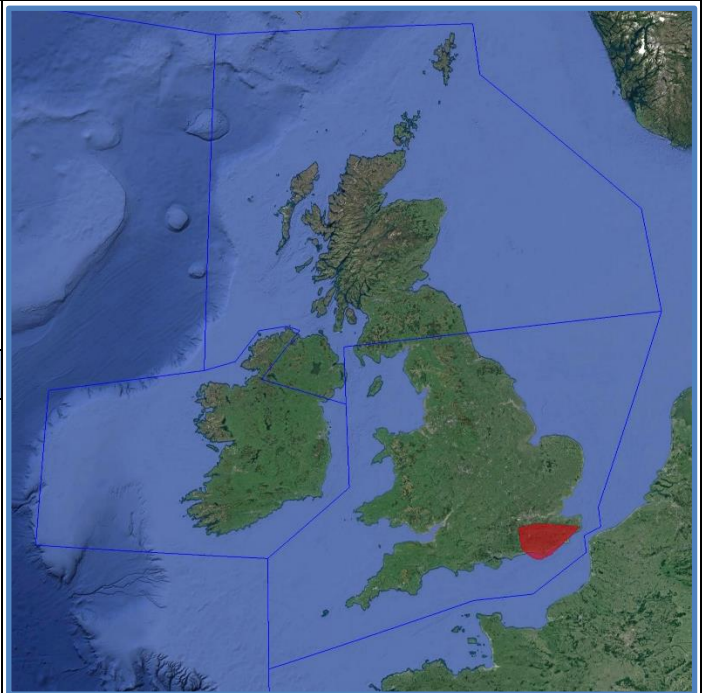
Richard Handford NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 615365 Richard.Handford@nats.co.uk	Chris Tutt Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 ops@flight-cal.com
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Farnborough	01252 526017
Swanwick LTC – SWA	01489 612478

Airspace Reservations:

PARA	Lashenden	01622 890862
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGKA	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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct a routine calibration of the Mayfield VOR/DME. Due to the airspace and traffic levels this calibration will be conducted at night.

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. **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.

18. **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.

19. **Orbit.** The sponsor shall coordinate their activity with the airfield listed below, as the Orbit runs through either their notified instrument holds, approach/departure procedures or local flying areas:

- a. Biggin Hill
- b. Lashenden/Headcorn
- c. Shoreham

20. **ATS Provision – Outside CAS.** Some elements of the calibration are within the lateral limits of the following ATS unit:

- a. Farnborough 123.225 MHz

21. Provision of an ATS is subject to surveillance coverage, operating hours and controller availability/workload.

22. **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 MAY VOR to commence 20NM anti-clockwise Orbit	4,000ft	2 x 360° Orbits Start point subject to ATC to reduce impact To be flown on the Gatwick QNH
A2	R078 to 35D (RNAV Route L18 MAY-DVR)	FL080	Direction subject to ATC requirement
A3	R275 to 23D (Gatwick ILS 08R without radar control Approach Procedure)	4,000ft	Direction subject to ATC requirement To be flown on the Gatwick QNH
A4	R139 to 30D (RNAV Route M733 MAY-SUBIP)	FL180	Direction subject to ATC requirement Distance to be flown is from OH the VOR to new VOR DOC of 30nm
A5	R315 to 30D (Heathrow MAY 3F/2G SIDs)	5,000ft	Direction subject to ATC requirement To be flown on the London QNH Aircraft to expect to hold at BIG in order to fit into the sequence.

SECTION 3

Area of Operation

23. 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 4,000ft AMSL
To be flown on the Gatwick QNH



Chart 2 – Serial A2
R078 to 35D at FL80
(RNAV Route L18 MAY-DVR)
Direction of flight subject to ATC requirements



Chart 3 – Serial A3
R275° to 23D at 4,000ft AMSL
(Gatwick ILS 08R without radar control Approach Procedure)
Direction of flight subject to ATC requirements
To be flown on the Gatwick QNH

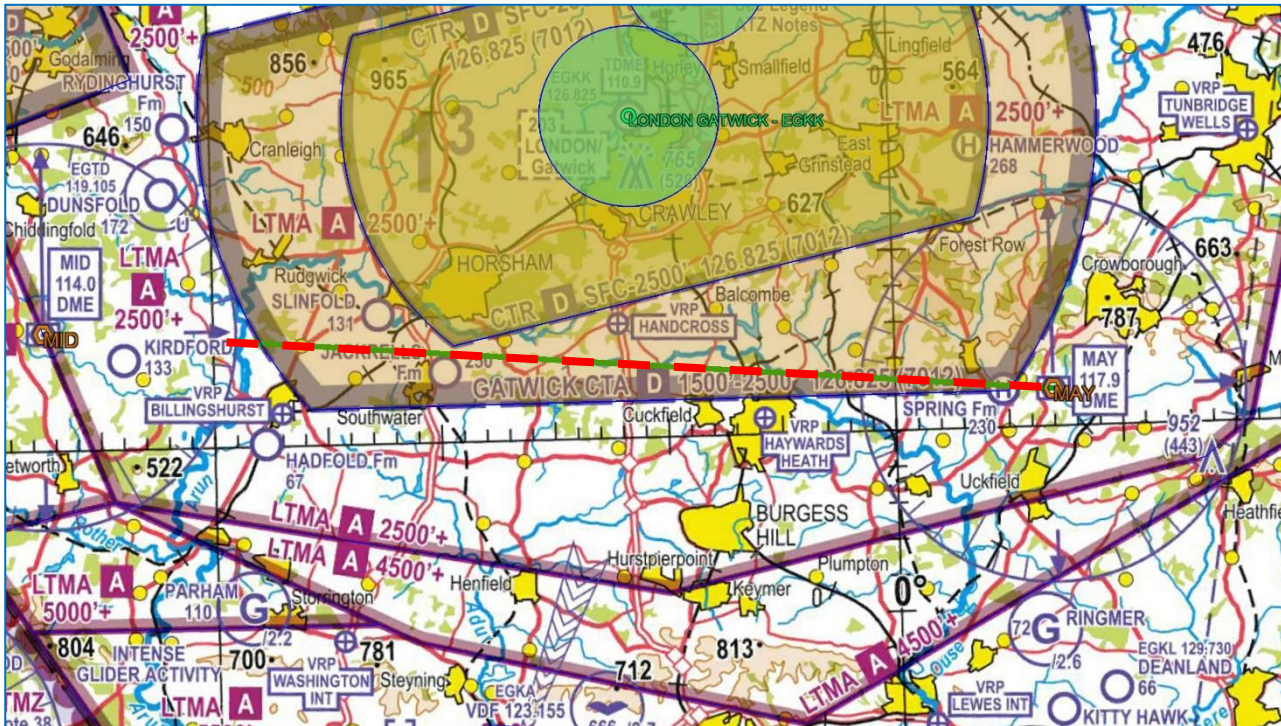


Chart 4 – Serial A3
R275° to 23D at 4,000ft AMSL
(Gatwick ILS 08R without radar control Approach Procedure)
To be flown on the Gatwick QNH

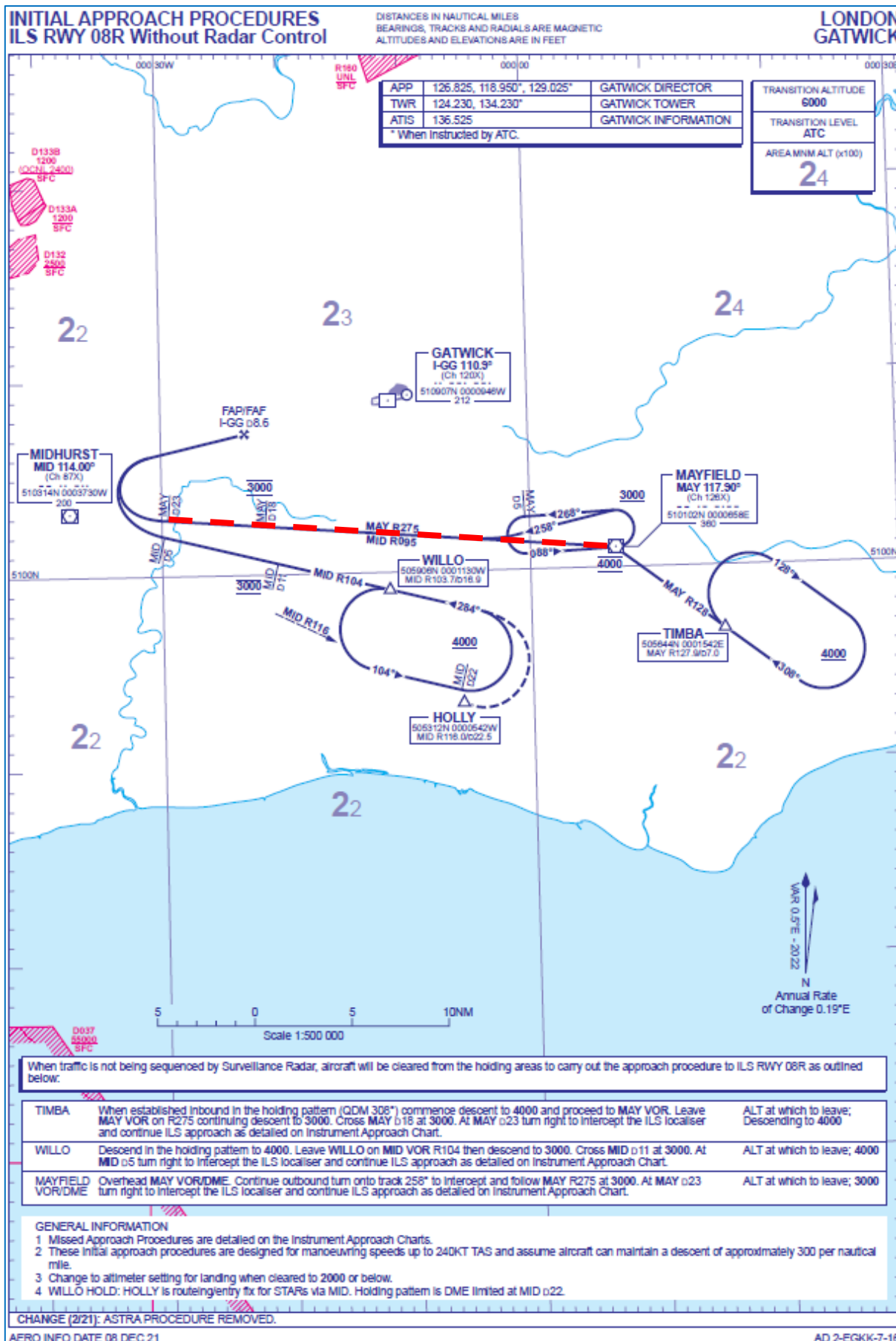


Chart 5 – Serial A4
R139 to 30D at FL180
(RNAV Route M733 MAY-SUBIP)

Route commences OH the VOR and will require a run in. Extends to 30D from the VOR.



Chart 6 – Serial A5
R315° to 30D at 5,000ft AMSL
(Heathrow MAY 3F/2G SIDs)
Expect to fly from Heathrow towards MAY
To be flown on the London QNH

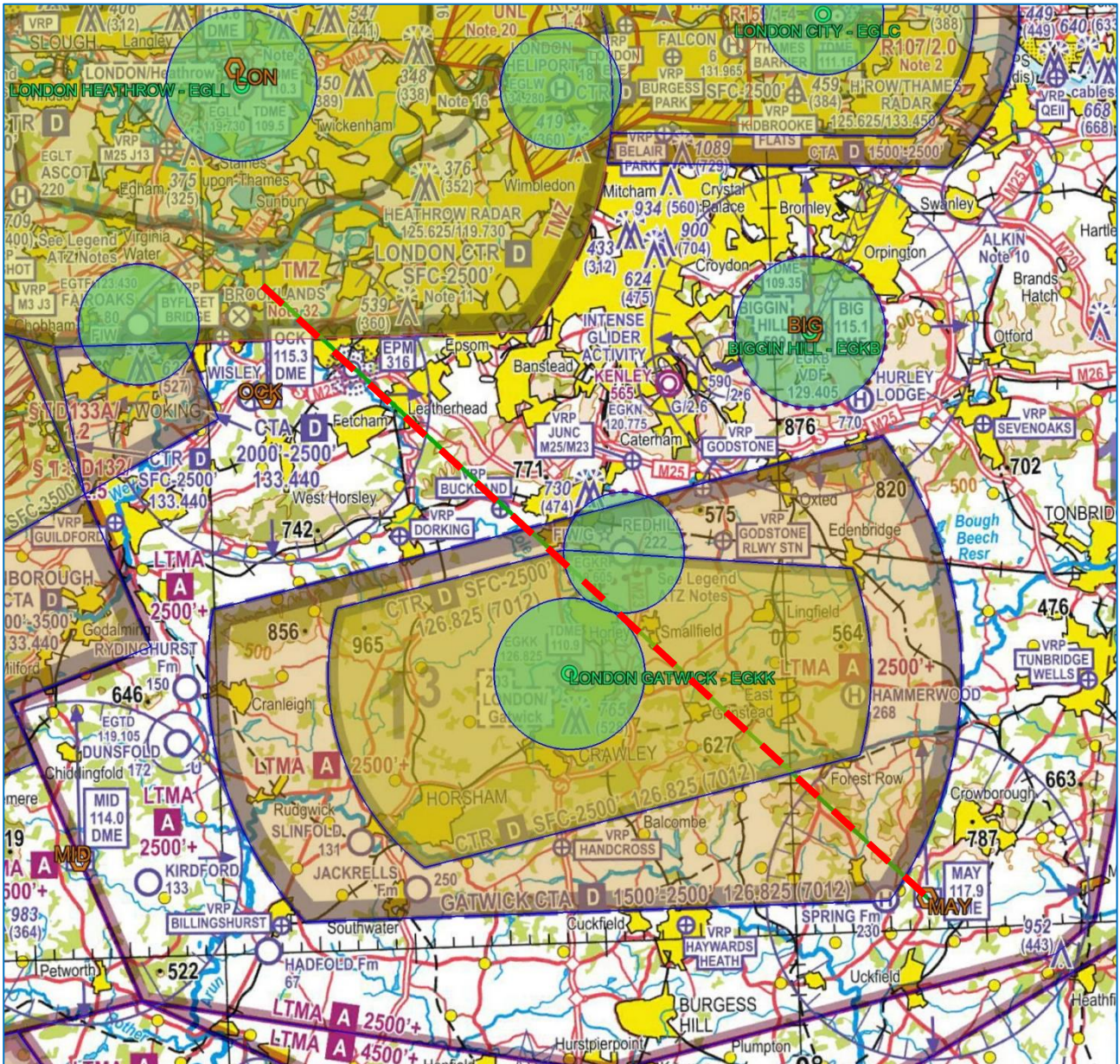


Chart 7 – Serial A5
R315° to 30D at 5,000ft AMSL
(Heathrow MAY 3F/2G SIDs)
To be flown on the London QNH

