

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-04-0169	1.0	06/04/2021	24/03/2021

NAVAID CALIBRATION COMPTON (CPT) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

29th April 2021 – 31st October 2021

Times (ALL TIMES UTC)

08:00 – 17:00

Vertical Limits:

3,000ft AMSL – FL80

Allocated Mode 3A (SSR):

Tactically Issued by ATC

Aircraft Details:

Type: DA62
Callsign: FlightCal02

NDS Approved:

Subject to the Conditions in Section 2

Event Sponsor(s):

Richard Handford
NATS CTC
4000 Parkway
Whiteley
Fareham
PO15 7FL
01489 615365
Richard.Handford@nats.co.uk

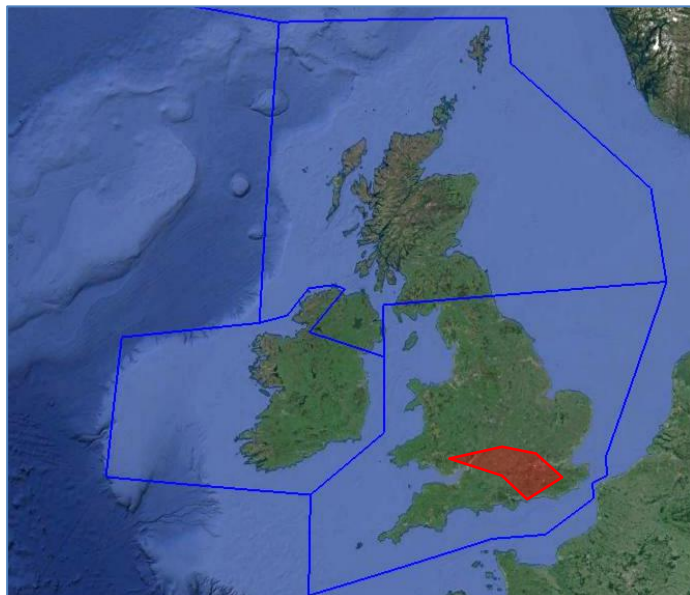
Aircraft Operator(s):

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

**ATS Units/
Controlling Agencies:**

Benson	01491 827017
Bristol	01275 473714
Brize Norton	01993 897878
Boscombe Down	01980 663246
Cardiff	01446 712562
Farnborough	01252 526017
Swanwick LTC – SWA	01489 612478

Geographical Limits:



Airspace Reservations:

HIRTA Oakhanger

Departure/Destination Aerodrome(s)

EGKA

ACN Issued by:

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) – 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 Compton VOR/DME.

16. **Dates.** Whilst the this ACN is valid until the 31st October 2021, the proposed flight date is the 29th 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. **Orbit.** In addition to the units listed on Page 1, 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. Middle Wallop | 01264 784380 |
| b. Odiham | 01256 367276 |
| c. Oxford | 01865 290650 |

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

- | | |
|------------------|--|
| a. Benson | 120.900 MHz |
| b. Boscombe Down | 126.700 MHz |
| c. Brize Norton | 124.275 MHz (or 119.000 MHz as directed) |
| d. Farnborough | 125.250 MHz |

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

23. **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 CPT VOR to commence 20NM anti-clockwise Orbit	3,000ft	2 x 360° Orbits Start point subject to ATC to reduce impact
A2	R045 to 23D (London City Compton 6T/6U SIDs)	3,000ft	From CPT to HEN
A3	R101 to 48D (RNAV Route L9 CPT-BIG)	FL80	Direction subject to ATC requirement
A4	R155 to 42D (RNAV Route N859 CPT-GWC)	FL80	Direction subject to ATC requirement
A5	R281 to 77.6D (RNAV Route Q63 CPT - BCN)	FL80	Flown CPT to BCN

SECTION 3

Area of Operation

24. 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

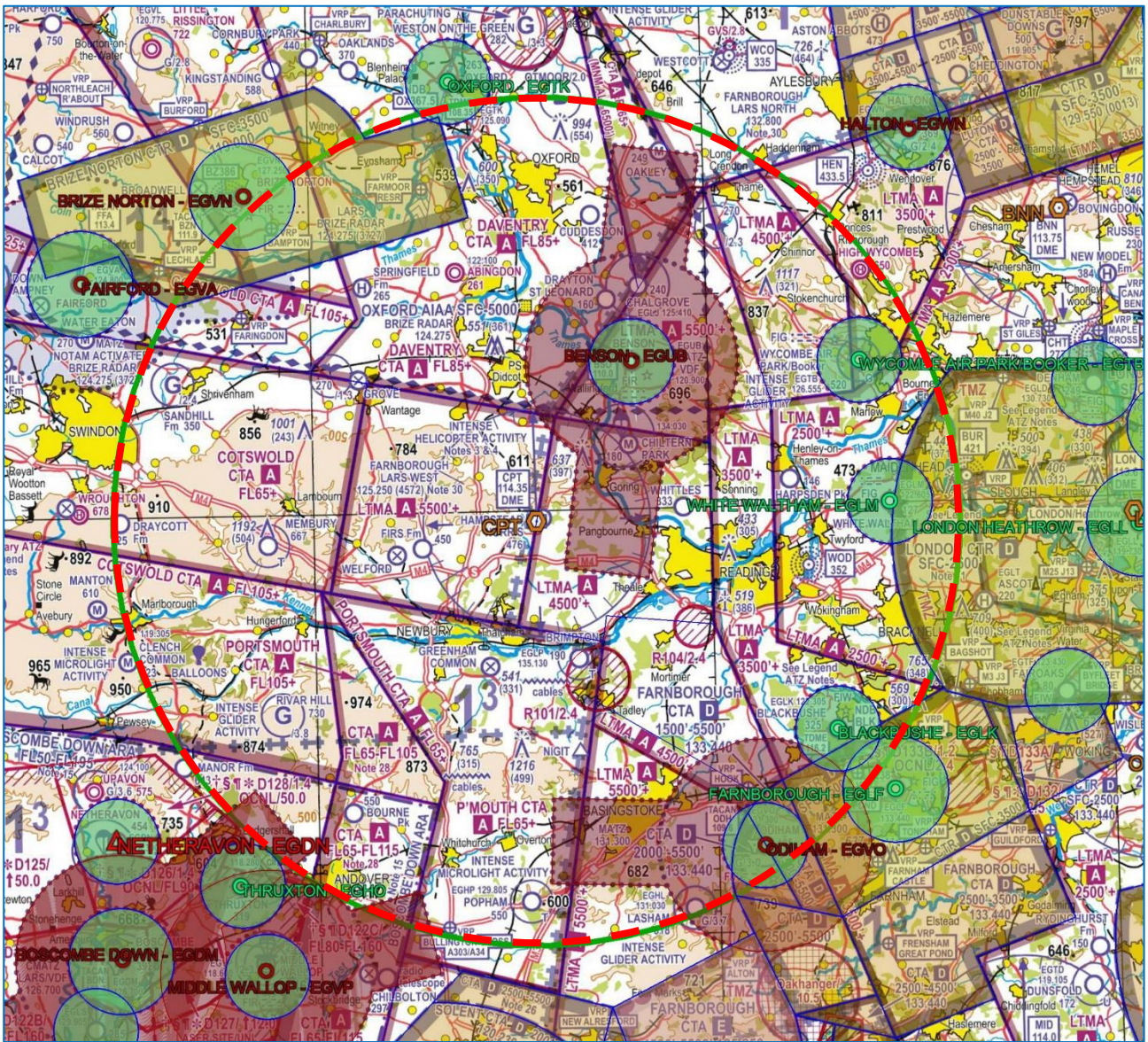


Chart 3 – Serial A2
 R045° to 23D at 3,000ft AMSL
 (London City Compton 6T/6U SIDs)

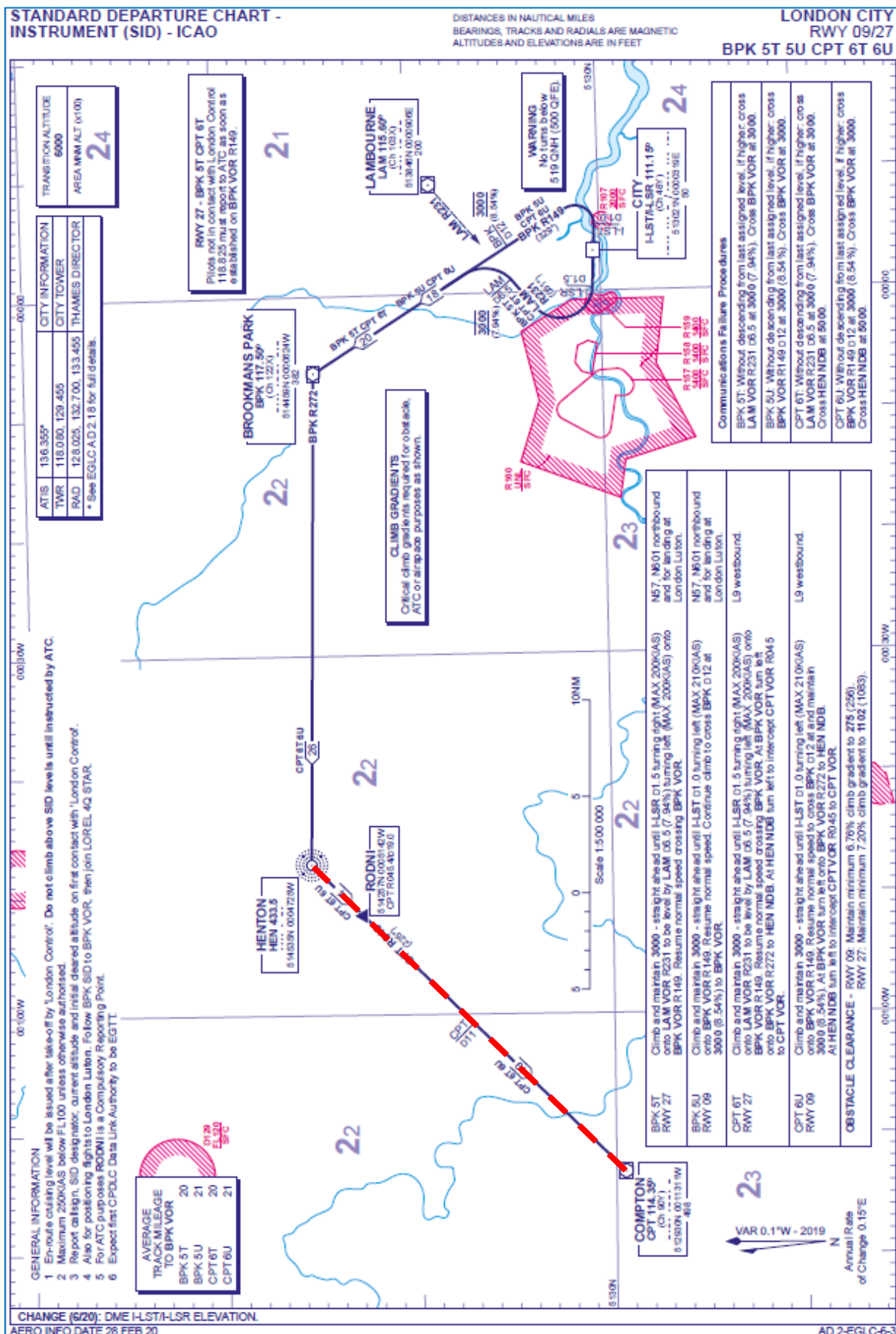


Chart 4 – Serial A3
 R101° to 48D at FL80
 (RNAV Route L9 CPT-BIG)
 Direction subject to ATC requirement

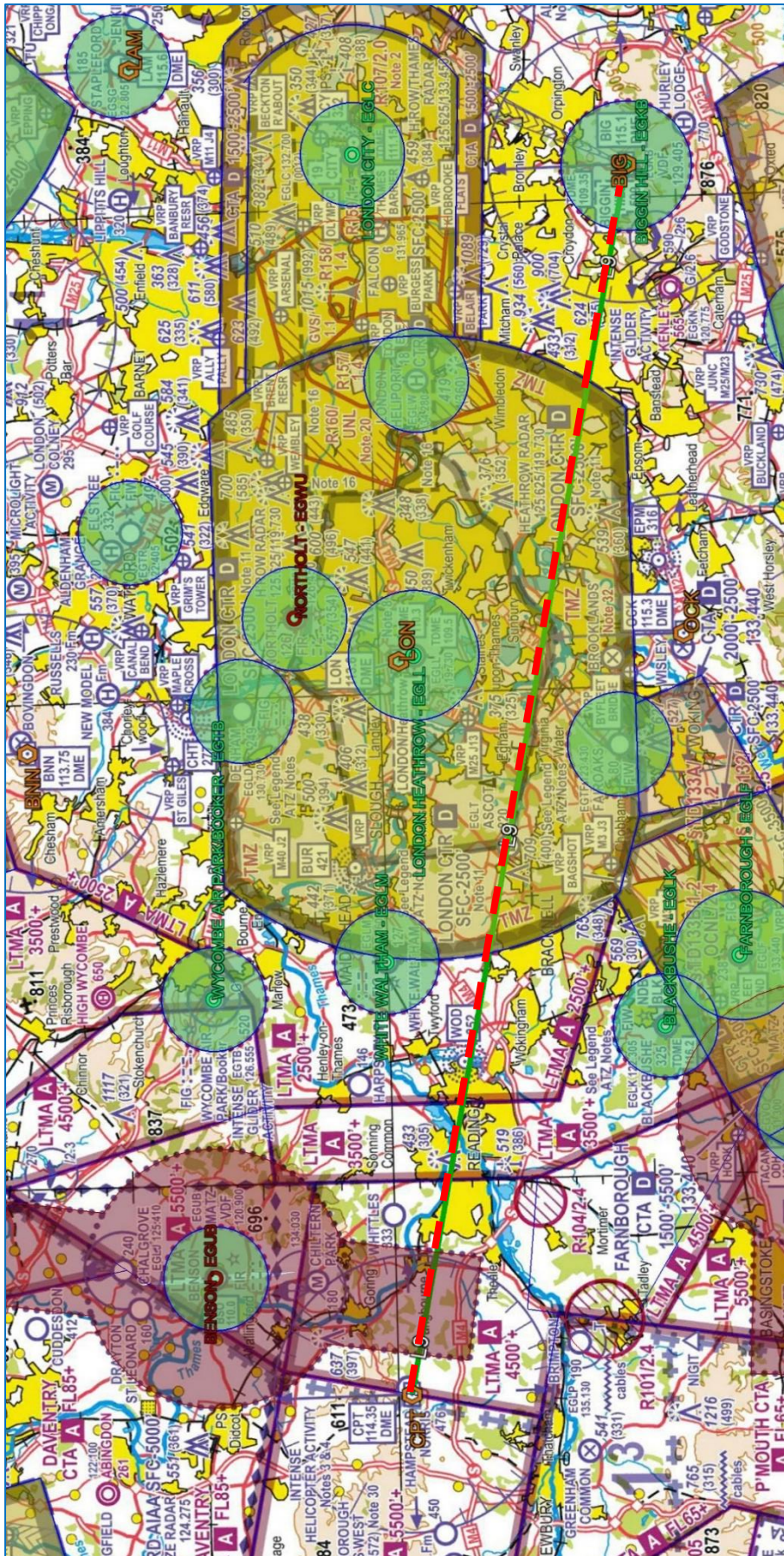


Chart 6 – Serial A5
R281° to 77.6D
RNAV Route Q63 at FL80
Flown CPT to BCN

