

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-06-0205	1.0	04/06/2021	28/05/2021

NAVAID CALIBRATION GREAT DUN FELL DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity: **Times (ALL TIMES UTC)**

01st July 2021 – 31st December 2021 08:00 – 17:00

Vertical Limits: **Allocated Mode 3A (SSR):**

4,500ft – FL100 0024

Aircraft Details: **NDS Approved:**

Type: DA42
Callsign: FlightCal 07
Yes

Event Sponsor(s): **Aircraft Operator(s):**

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operations@flight-cal.com

**ATS Units/
Controlling Agencies:** **Geographical Limits:**

Leeming 01677 457210 Newcastle 0191 214 8130 Prestwick ACC 01294 655300 Teesside 01325 331020 Valley 01407 762241 x7462 Warton 01772 852392	
Airspace Reservations:	

Departure/Destination Aerodrome(s) **ACN Issued by:**

EGNC 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 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(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 complete a commissioning flight calibration on the Great Dun Fell DME.

16. **Dates.** Whilst this ACN is valid until the 31st December 2021, the anticipated flight calibration date is the 01st July 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 and within Controlled Airspace (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. Outside CAS, ATC will make every effort to provide the track/level required, however this is subject separation from unknown traffic.

19. **Air Traffic Service (ATS) Provision – Inside Controlled Airspace (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. **ATS Provision – Outside CAS.** The survey area is within the coverage of the following units:

- a. Leeming 133.375 MHz (Partial Orbit Only)
- b. Newcastle 124.380 MHz (Except 215°R)
- c. Spadeadam 128.725 MHz (Partial Orbit and R007° Only)
- d. Teesside 118.855 MHz (Partial Orbit Only)
- e. Valley 125.225 MHz (215°R)
- f. Warton 129.530 MHz (215°R)

21. Availability of an ATS service from a 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, AD2 or UK Military AIP, shall be notified via NOTAM.

22. **Danger Areas (DAs).** Access to a DA is subject to military requirements and is not guaranteed. The sponsor is requested to engage with the appropriate Range Control at the earliest opportunity to discuss access. DA Authorities are requested to afford this flight priority status over routine activity due to the nature of the flight.

23. **Serials.** The following serials have been notified:

Serial No	Description	Altitude/FL	Notes
A1	Position 20NM from DUF DME to commence 20NM anti-clockwise Orbit	4,500ft	2 x 360° Orbits
A2	R051 from DUF to 45D (Non-AIP Route)	4,500ft	
A3	R007 from DUF to 40D (Non-AIP Route)	4,500ft	
A4	R215 from DUF to 100D (Non-AIP Route)	FL100	

SECTION 3

Area of Operation

24. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Overview

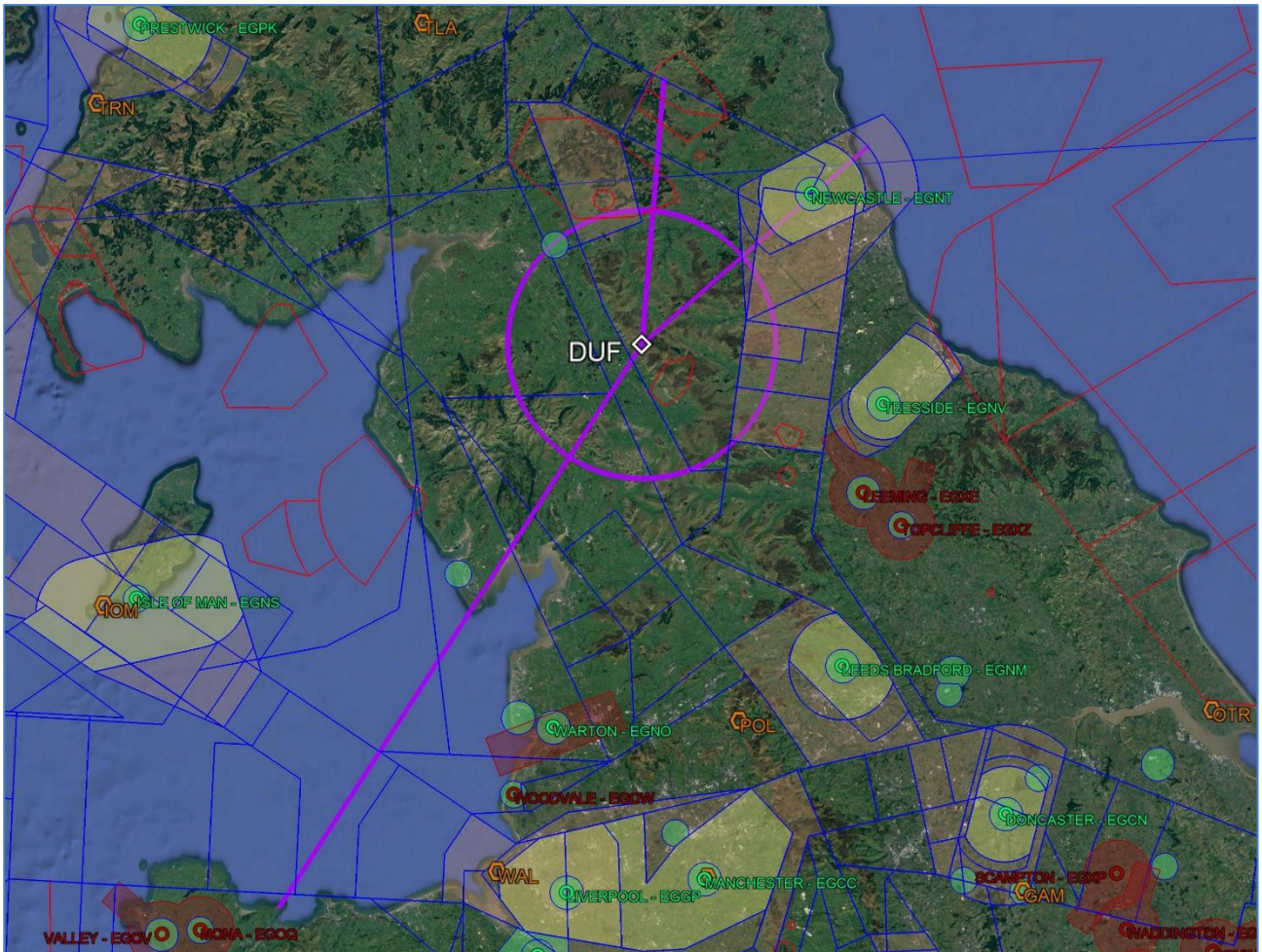


Chart 2 – Serial A1
20nm Orbit
4,500ft AMSL

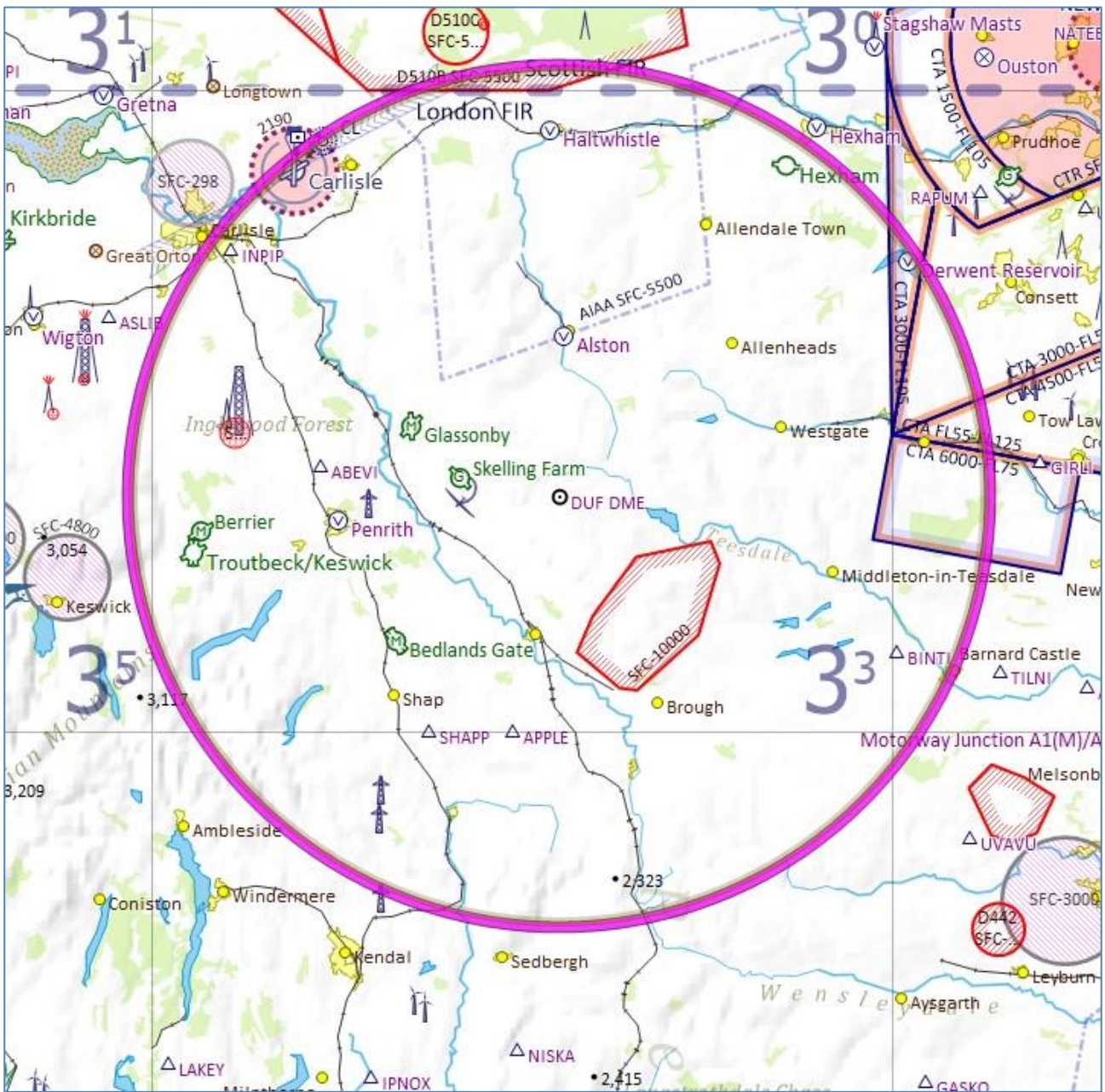


Chart 3 – Serial A2
R051° from DUF to 45D
4,500ft AMSL

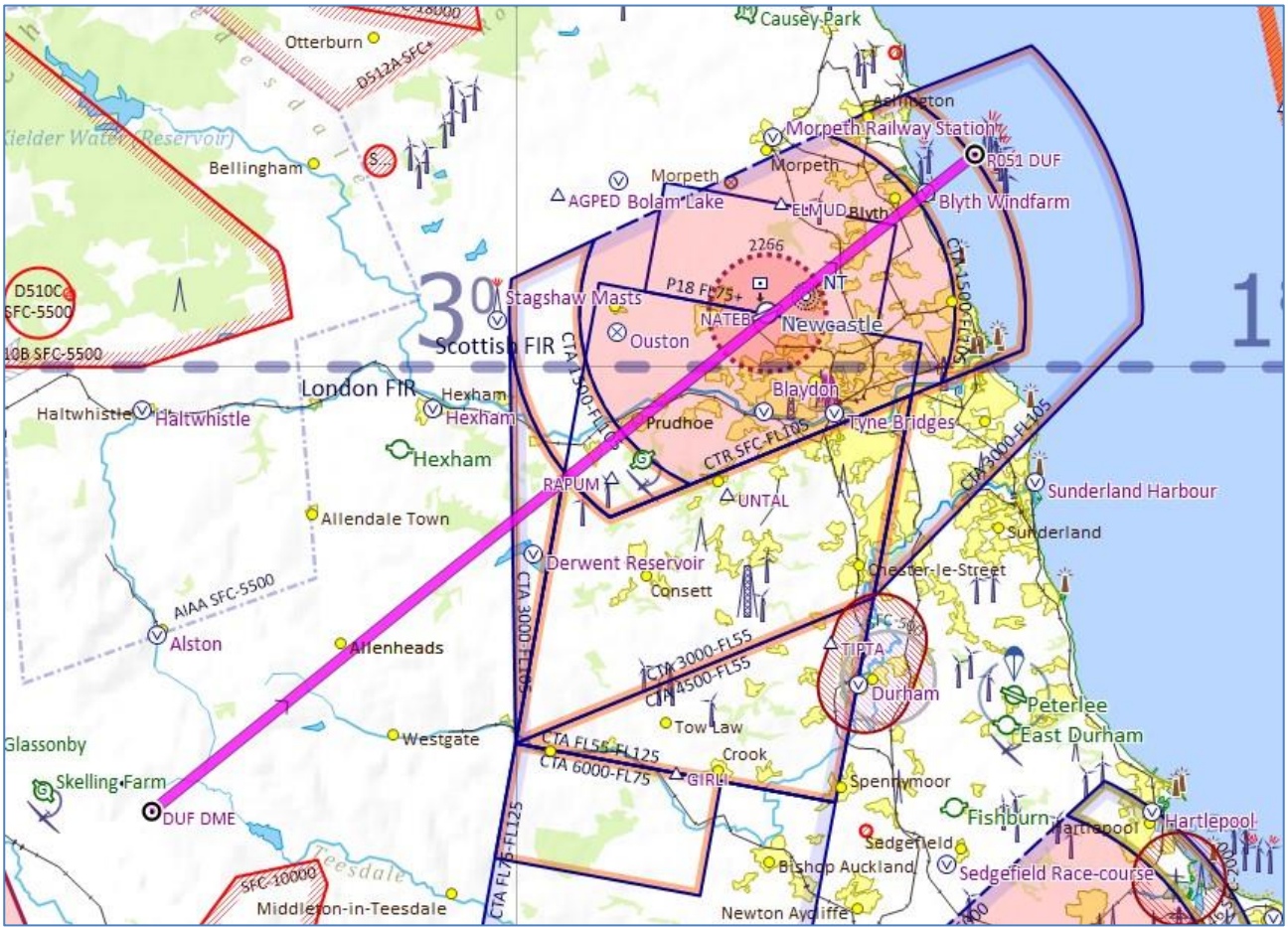


Chart 4 – Serial A3
R007° from DUF to 40D
4,500ft AMSL

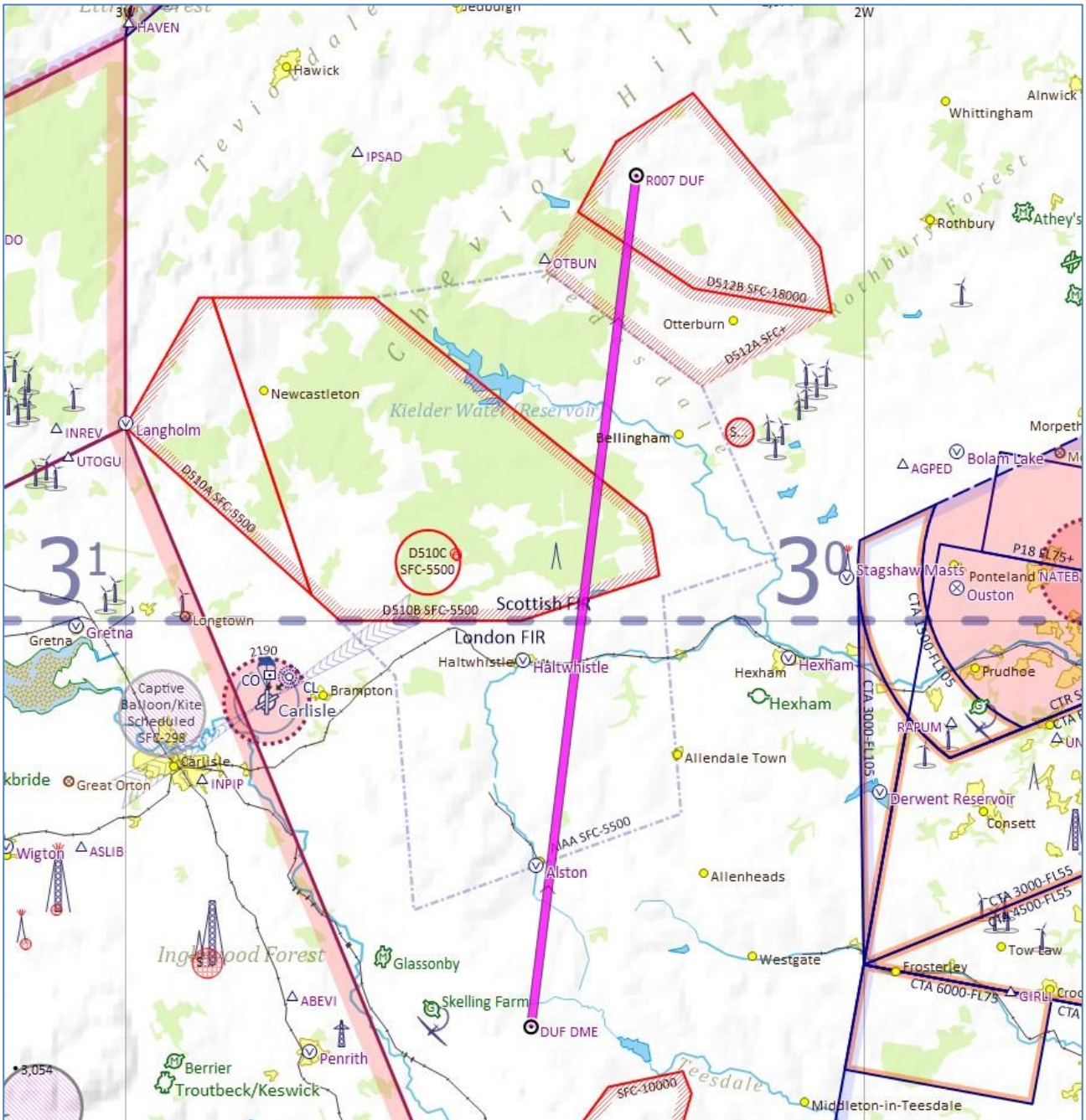


Chart 5 – Serial A5
R215° from DUF to 100D
FL100

