

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2021-09-0165	1.0	06/09/2021	26/08/2021

NAVAID CALIBRATION STRUMBLE VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

09th September 2021 – 31st March 2022

Times (ALL TIMES UTC)

21:00-04:00 (See section 2)

Vertical Limits:

3,000ft AMSL – FL200

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62
Callsign: FlightCal 06

NDS Approved:

Yes – Subject to the conditions in Section 2

Event Sponsor(s):

NATS Engineering (Attn: Richard Handford)
NATS CTC
4000 Parkway,
Whiteley,
Fareham,
PO15 7FL
01489 615365
Richard.Handford@nats.co.uk

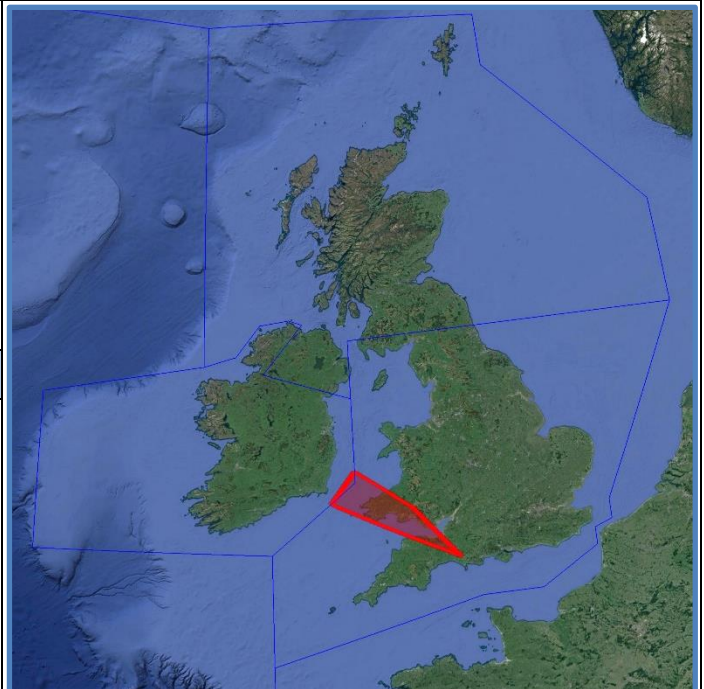
Aircraft Operator(s):

Flight Calibration Services (Attn: Chris Tutt)
Calibration House
17-19 Cecil Pashley Way
Shoreham Airport
Shoreham-by-Sea
West Sussex
BN43 5FF
01243 538245
operations@flight-cal.com

**ATS Units/
Controlling Agencies:**

Cardiff	01446 712562
Swanwick ACC – GS West	01489 612413
Swanwick Mil (78 Sqn) – West	01489 612417
Western Radar	01489 445560

Geographical Limits:



Airspace Reservations:

EG D117	Pendine	01994 452240
EG D118	Pembrey	01554 892205
EG D201A	Aberporth	01239 813219
TRA 001		
TRA 002		

Departure/Destination Aerodrome(s)

EGFF

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 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 Swanwick Mil (78 Sqn) 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 Strumble (STU) VOR/DME.

16. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week 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. **Timing.** Whilst the flight is listed to take place between 21:00 and 04:00, as some of the profiles follow existing airway routes, the sponsor may request to commence the check earlier in the day (subject to traffic).

18. **Priority.** This flight has been afforded Non-Deviating Status (NDS) whilst established on a measured run only 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.

19. **Air Traffic Service (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. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following unit:

- a. Cardiff 119.155 MHz
- b. Western Radar 132.300 MHz

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 or AD2 shall be notified via NOTAM.

22. **ATS Provision above FL100.** This service is available to all aircraft flying outside Controlled Airspace in the UK FIRs between FL 100 and FL 190, and within active TRAs and is subject to Unit capacity. The Units providing this service together with their boundaries are depicted within the UK AIP on the chart ENR 6-12. ENR 1.6 (4.2) lists their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact. A FPL should be filed and include the following addresses:

- a. EGZYOATT Swanwick Mil (78 Sqn)
- b. EGTTFZC Western Radar

23. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

24. Between the hours of 18:00 to 08:00 (local time) on a weekday, at any time on a weekend or during a UK public holiday, Swanwick Mil (78 Sqn) require at least two weeks prior notice in order to obtain an ATS in support of this task.

25. **Danger Areas (DAs).** Access to any DA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

26. **Temporary Reserved Areas (TRA).** Access to TRA001 and TRA002 for Serial A3 is subject to the restrictions and requirements stipulated in the UK AIP – ENR 1.1 (Para 5.1.5).

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

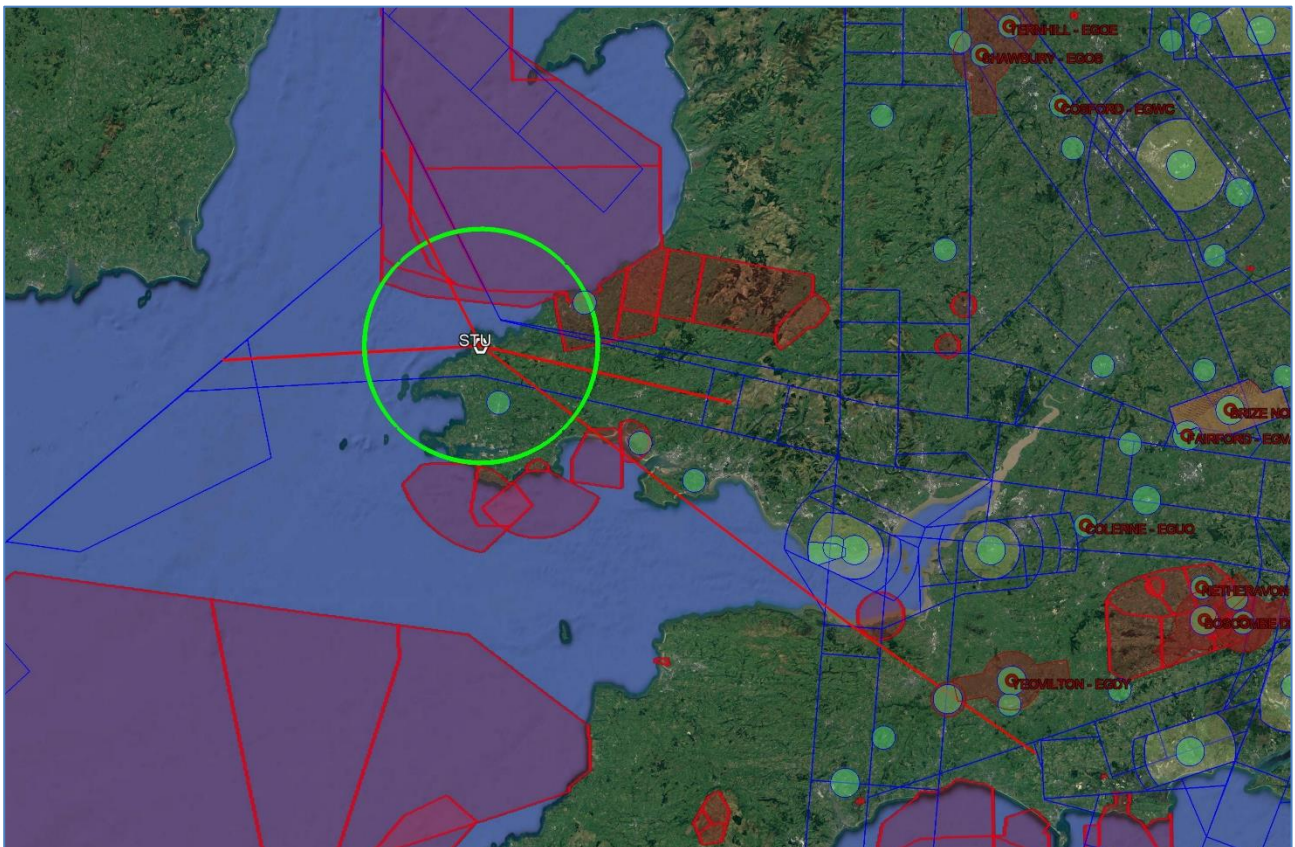
<u>Serial No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	20NM Anti-Clockwise Orbit	3,000ft AMSL	2 x 360° Orbits
A2	RNAV Route Q63 STU-BCN (to 44D)	FL150	
A3	RNAV Route M17 STU-ADKIK	FL200	
A4	RNAV Route P2 STU-BANBA	FL150	
A5	RNAV Route M17 STU-VATRY	FL160	

SECTION 3

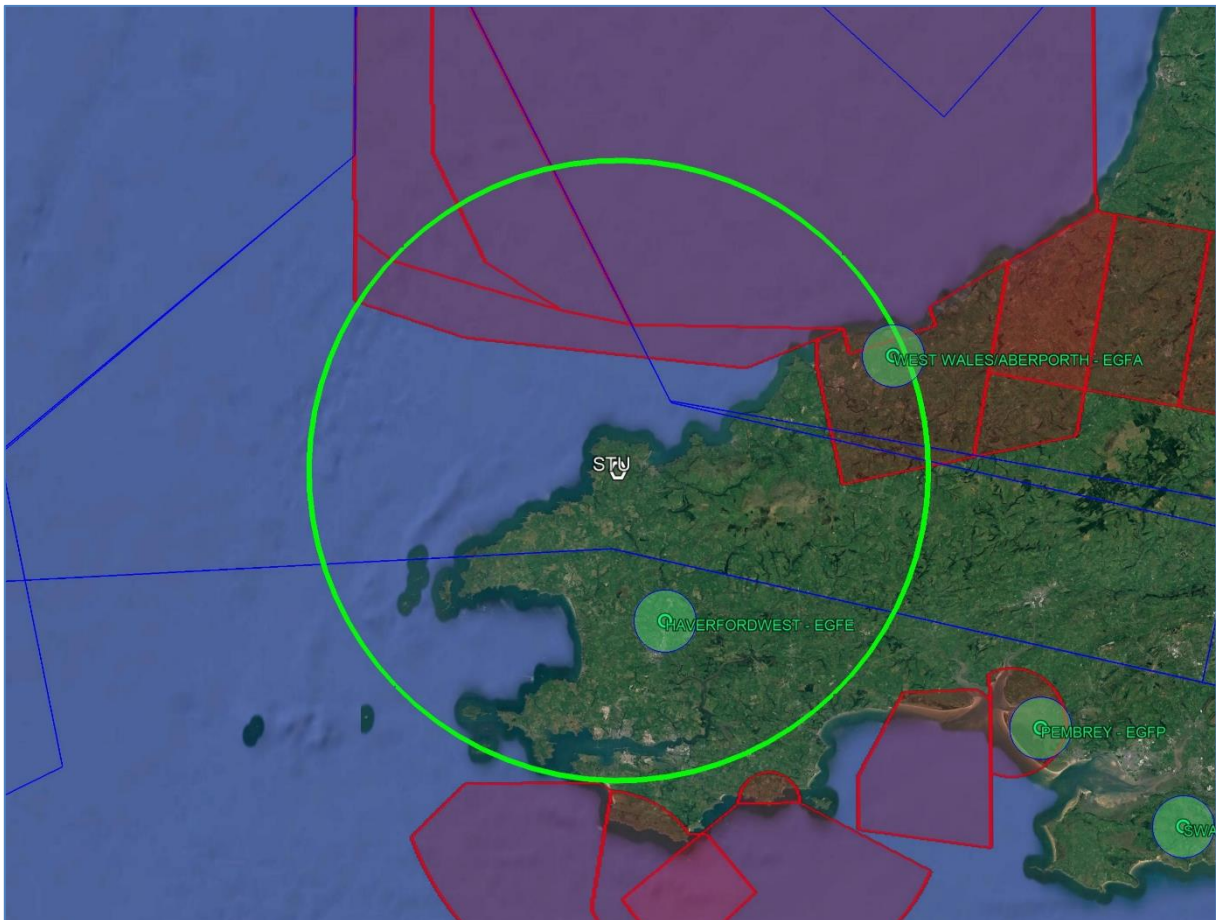
Area of Operation

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

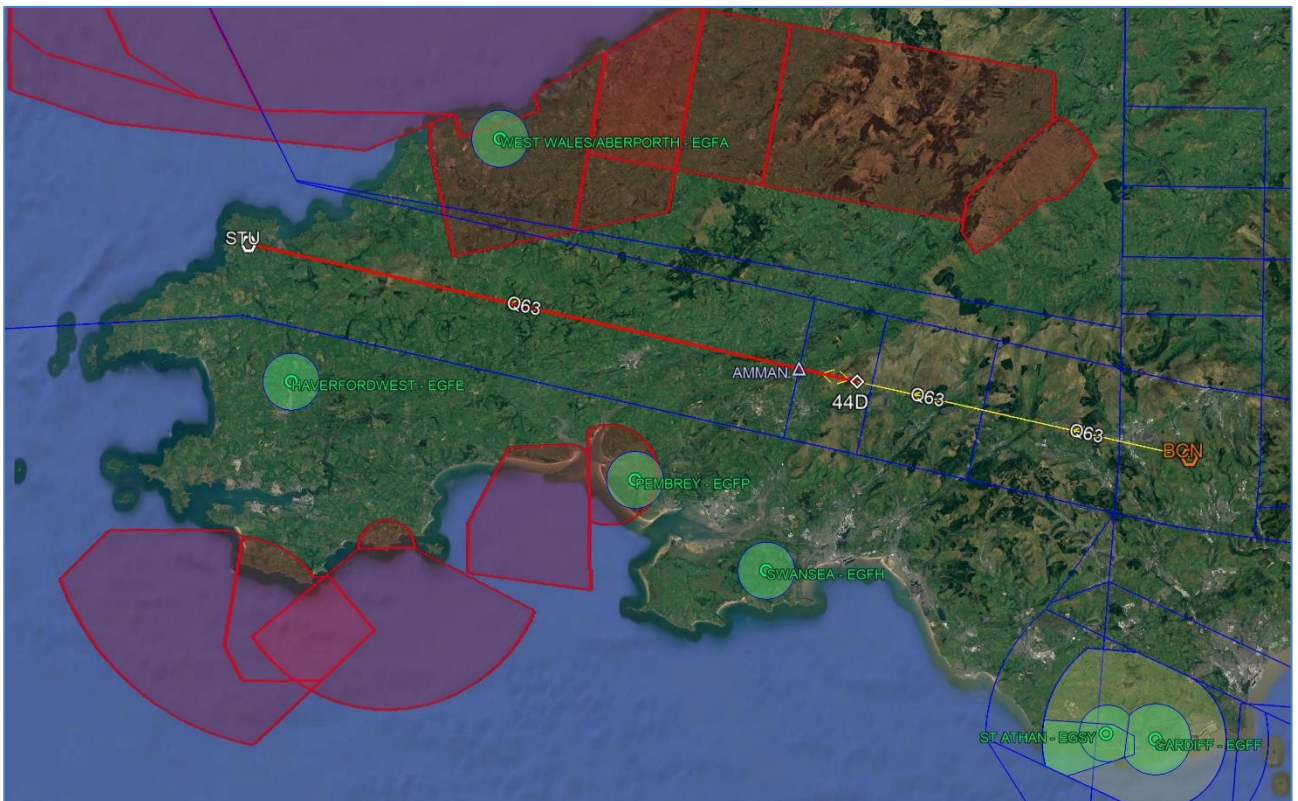
Chart 1 – Overview



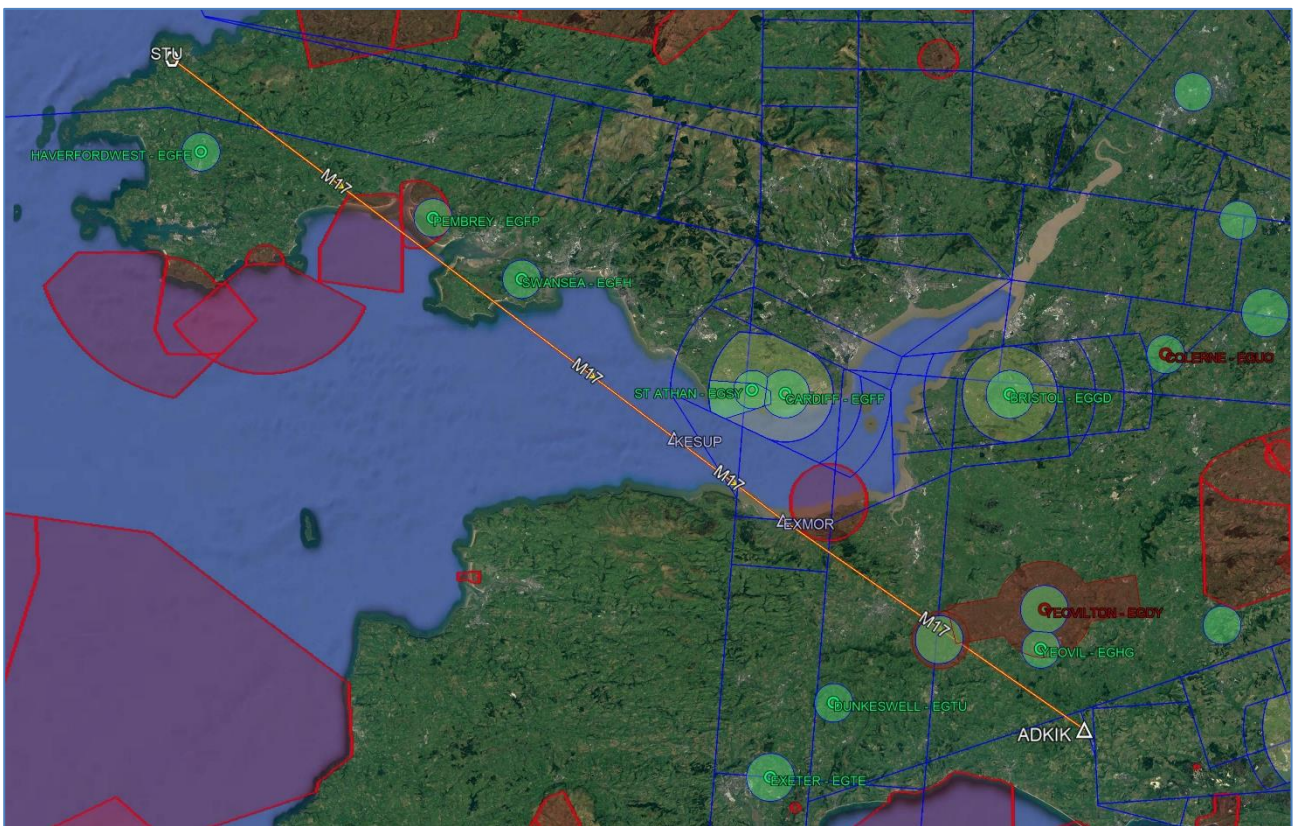
Charts 2 & 3 – Serial A1 20nm Orbit – 3,000ft AMSL



Charts 4 & 5 – Serial A2
 RNAV Route Q63 STU-BCN (to 44D) – FL150

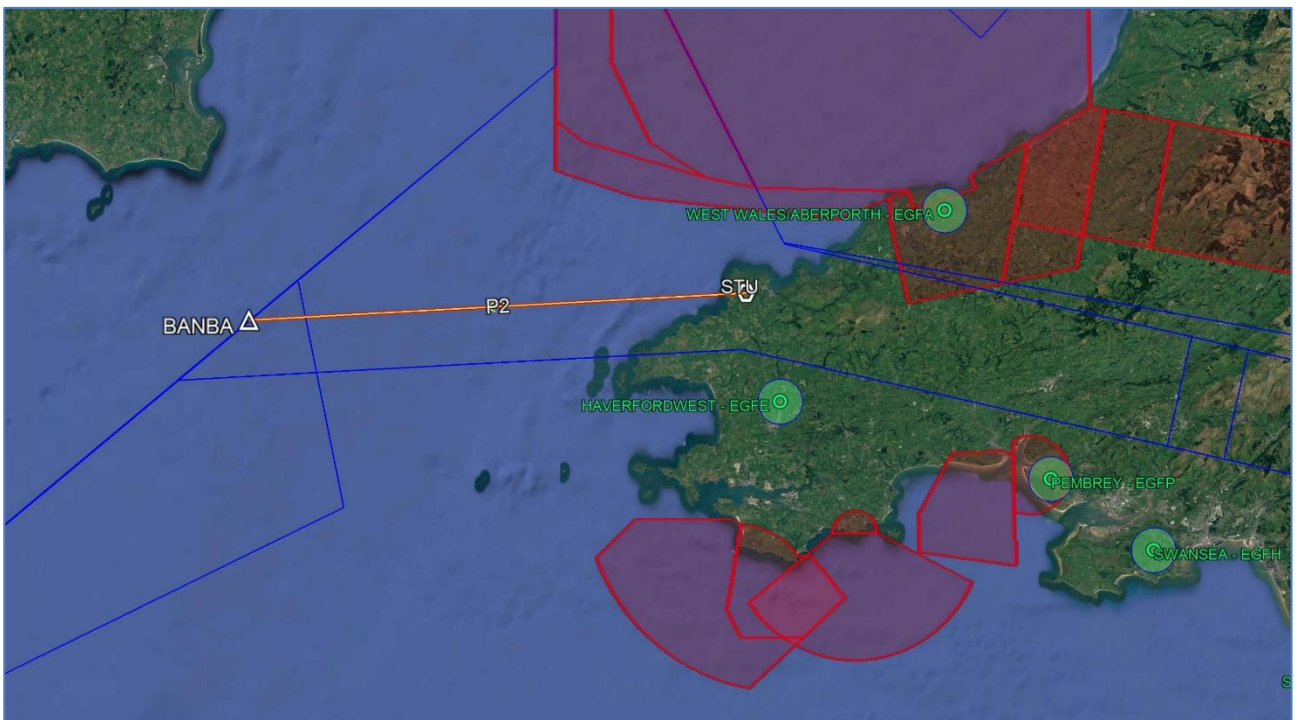
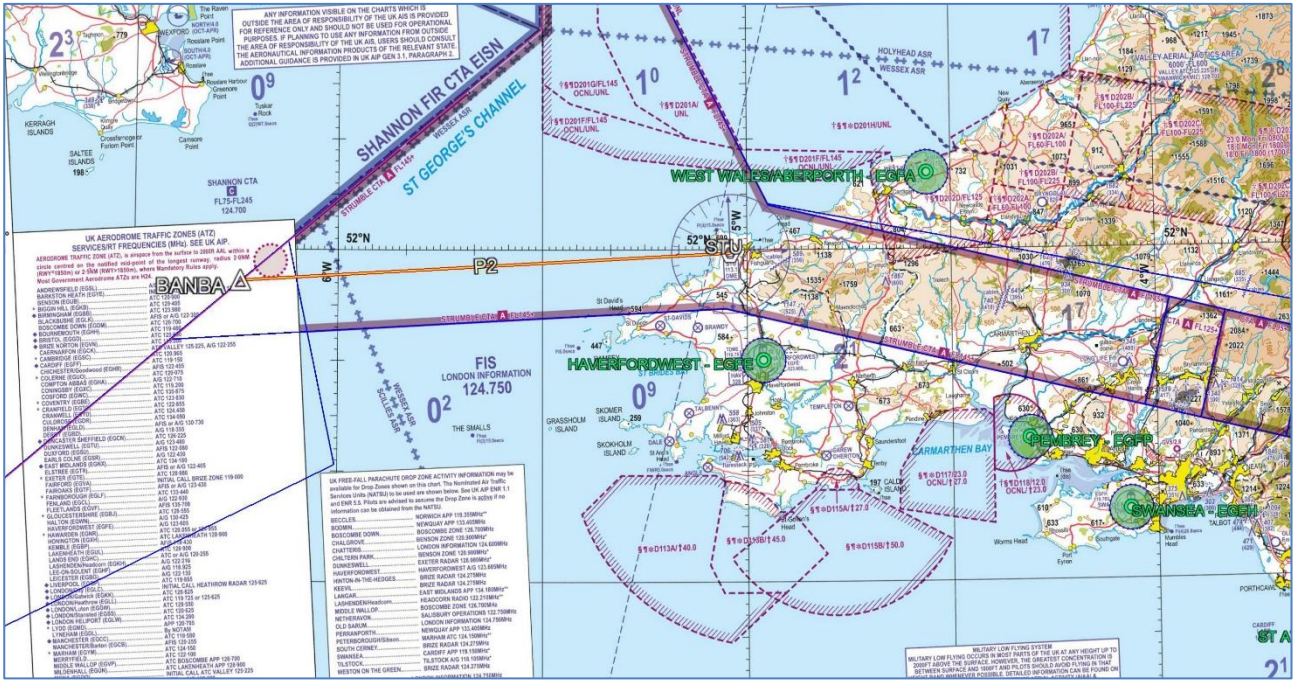


Charts 6 & 7 – Serial A3
RNAV Route M17 STU-ADKIK – FL200



Charts 8 & 9 – Serial A4

RNAV Route P2 STU-BANBA – FL150



Charts 10 & 11 – Serial A5 RNAV Route M17 STU-VATRY – FL160

