AIRSPACE CO-ORDINATION NOTICE

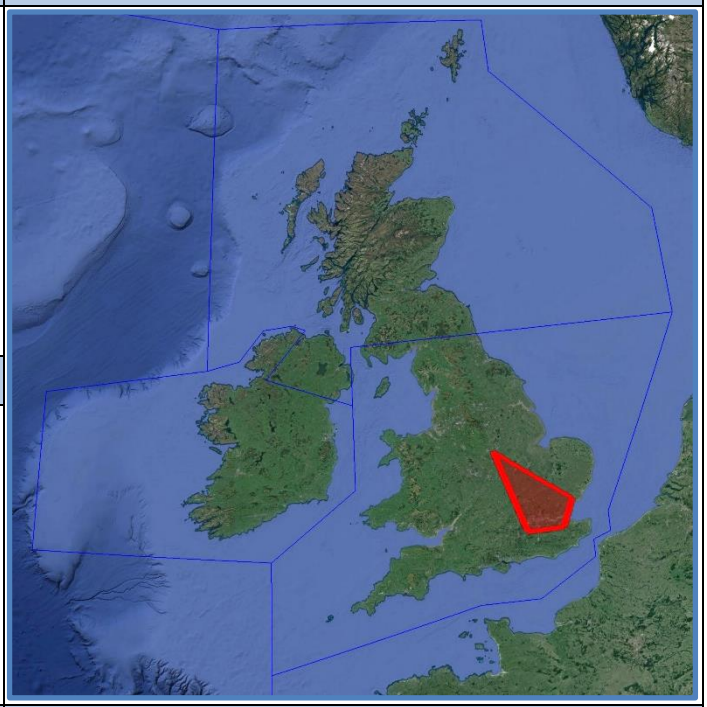
Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2021-09-0201	1.0	**25/09/2021**	**13/09/2021**

NAVAID CALIBRATION
BROOKMANS PARK (BPK) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times (ALL TIMES UTC)**
28th September 2021 – 31st March2022	22:00 – 04:30 *(See Section 2)*
Vertical Limits:	**Allocated Mode 3A (SSR):**
4,500ft AMSL – FL095	0024
Aircraft Details:	**NDS Approved:**
Type: DA62 Callsign: FlightCal 06	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
NATS Engineering (Attn: Richard Handford) NATS CTC 4000 Parkway Whiteley, Fareham, PO15 7FL 01489 615365 Richard.Handford@nats.co.uk	Flight Calibration Services 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:	**Geographical Limits:**
East Midlands 01332 852993 Swanwick – LTC (SWA) 02380 401110	
Airspace Reservations:	
Nil	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGMC	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. 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.

6. 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.

7. 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.

8. 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

9. 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).

10. 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

11. 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.

12. 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)

13. This ACN details the flight profiles required to conduct a calibration of the Brookmans Park (BPK) VOR/DME.

14. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 7 days prior to undertaking the task. In addition, the pilot/sponsor is to contact the appropriate agencies NLT 14:00 UTC on the day of the planned flight, to confirm final details and availability of an ATS.

15. **Timings.** The calibration may only commence after the final evening departure from Heathrow. Similarly, it must finish before the first arrival into Heathrow arrives at the inner hold.

16. **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.

17. **Air Traffic Service (ATS) Provision – CAS.** Access to controlled airspace is subject to the prevailing traffic situation and controller workload. The pilot is responsible for obtaining a clearance to

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

Serial No	Description	Altitude/FL	Notes
A1	20NM anti-clockwise Orbit	4,500ft	2 x 360º Orbits London QNH
A2	R082 to 40D (RNAV Route Q295 CLN-BPK)	FL085	
A3	R135 to 37.6D (RNAV Route N601 BPK-DET)	FL075	
A4	R205 to 29.6D (RNAV Route M185 BPK-OCK)	FL085	
A5	R328 to 80D (RNAV Route N601 BPK-POL)	FL095	

19. Whilst the requested altitude/levels are 500ft intervals, the calibration can accept operations at a whole 1000ft interval level. The preference would be to take the whole level below, but they can accept the level above if required. For Serial A3, the sponsor is aware that the TA is 6000ft, and that FL70 may not be possible subject to the pressure.

20. **Orbit.** For the orbit, the start position will be subject to ATC requirements, but for planning may commence ivo BNN or LON. The sponsor should discuss the expected start point during the final coordination call with the Terminal Control Group Supervisor (Airports) (via the LTC SWA).

SECTION 3

Area of Operation

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

Chart 1 – Overview

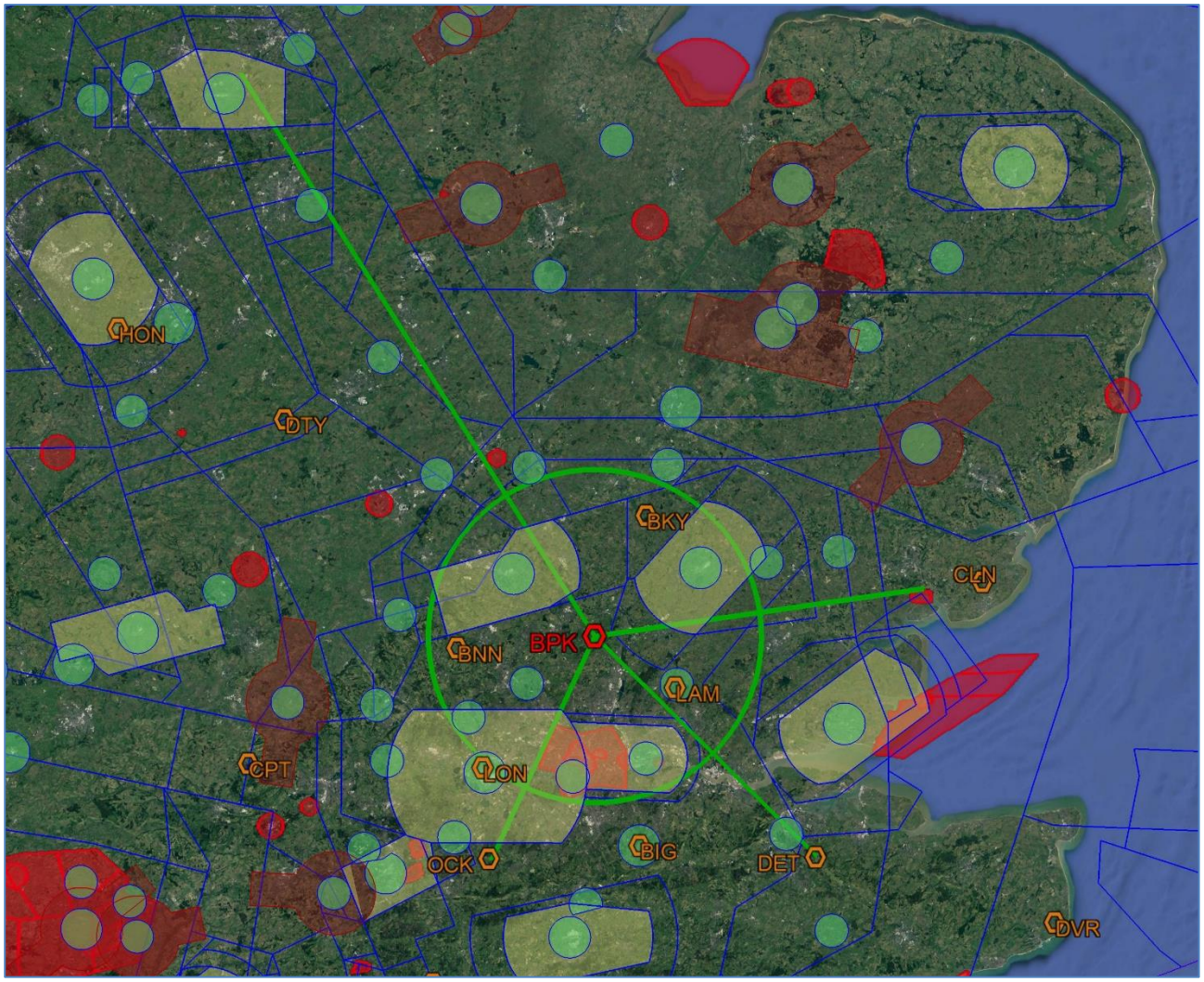
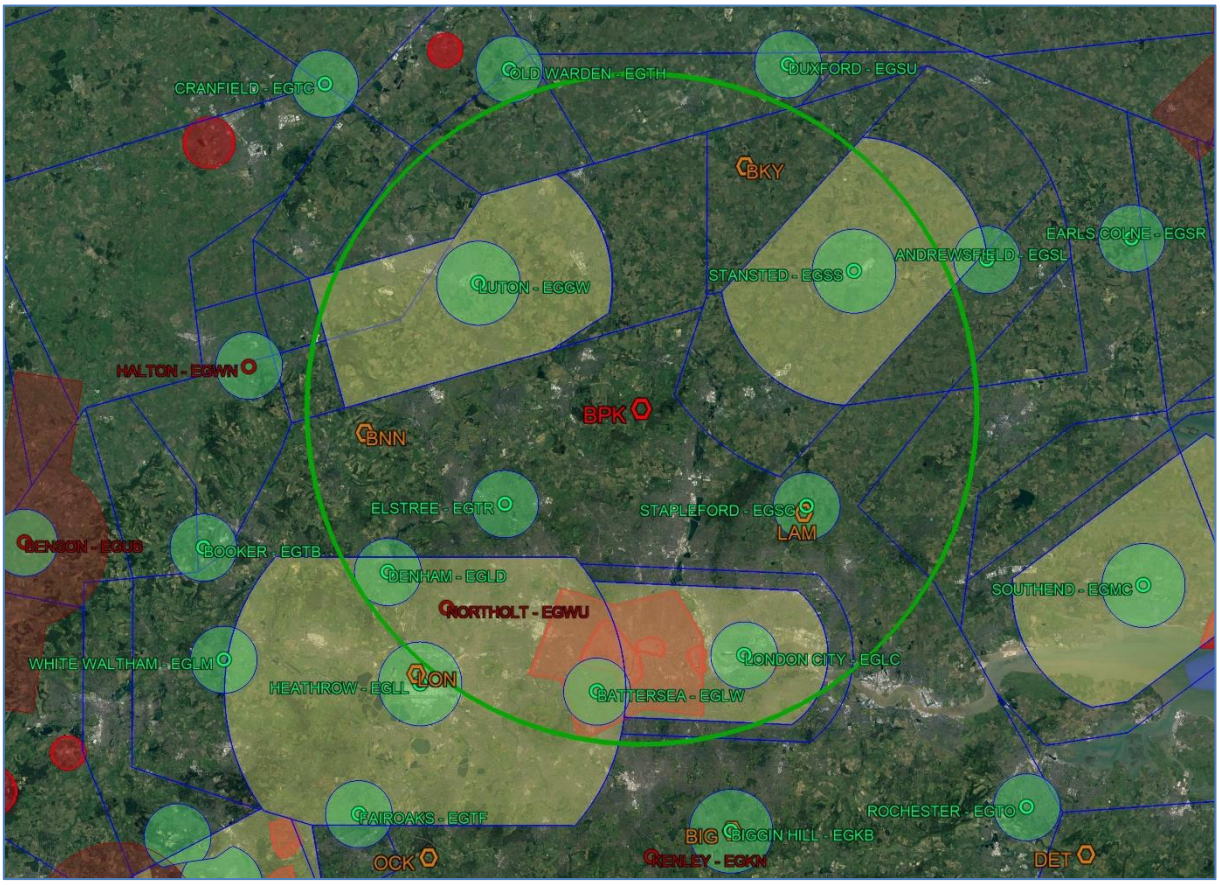


Chart 2 – Serial A1

20nm Anti-Clockwise Orbit

4,500ft London QNH (can accept 4,000ft (Primary) or 5,000ft (Secondary))



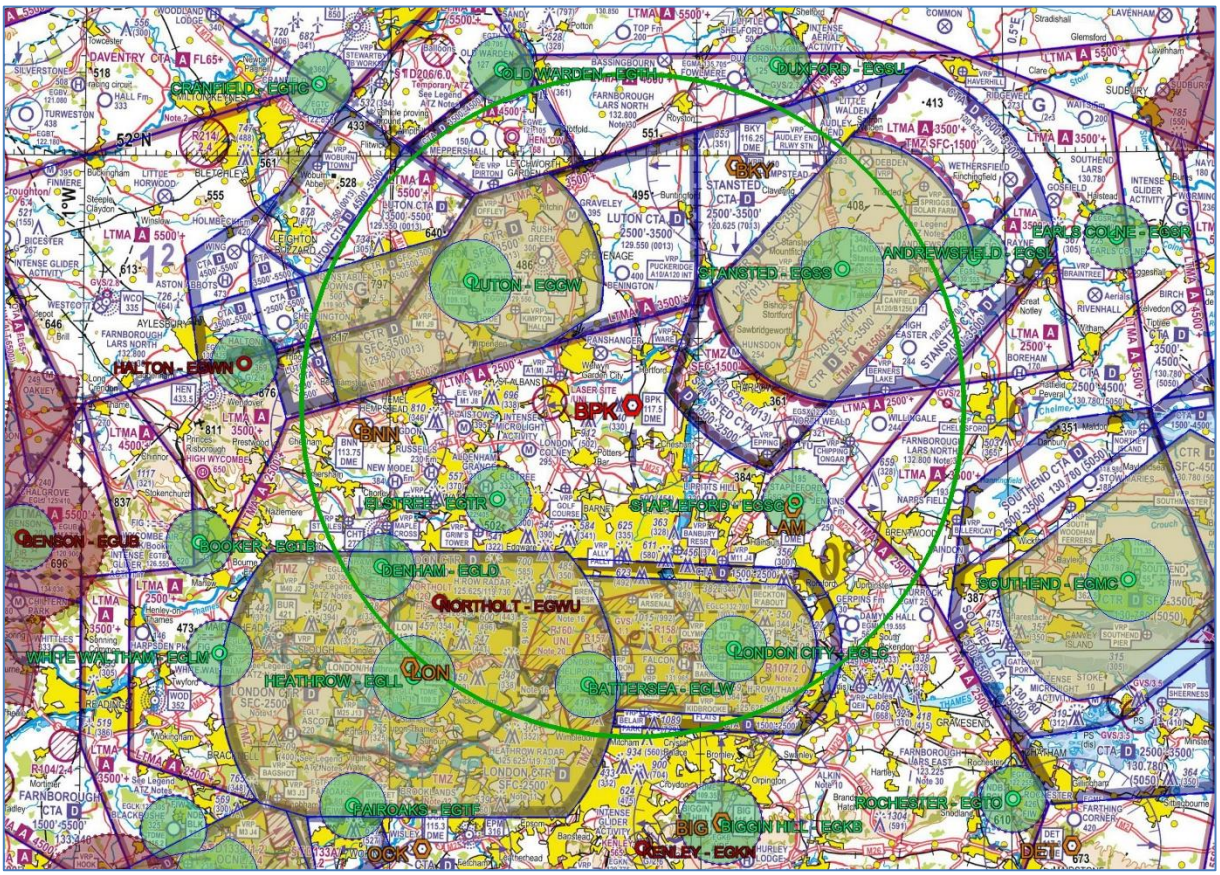
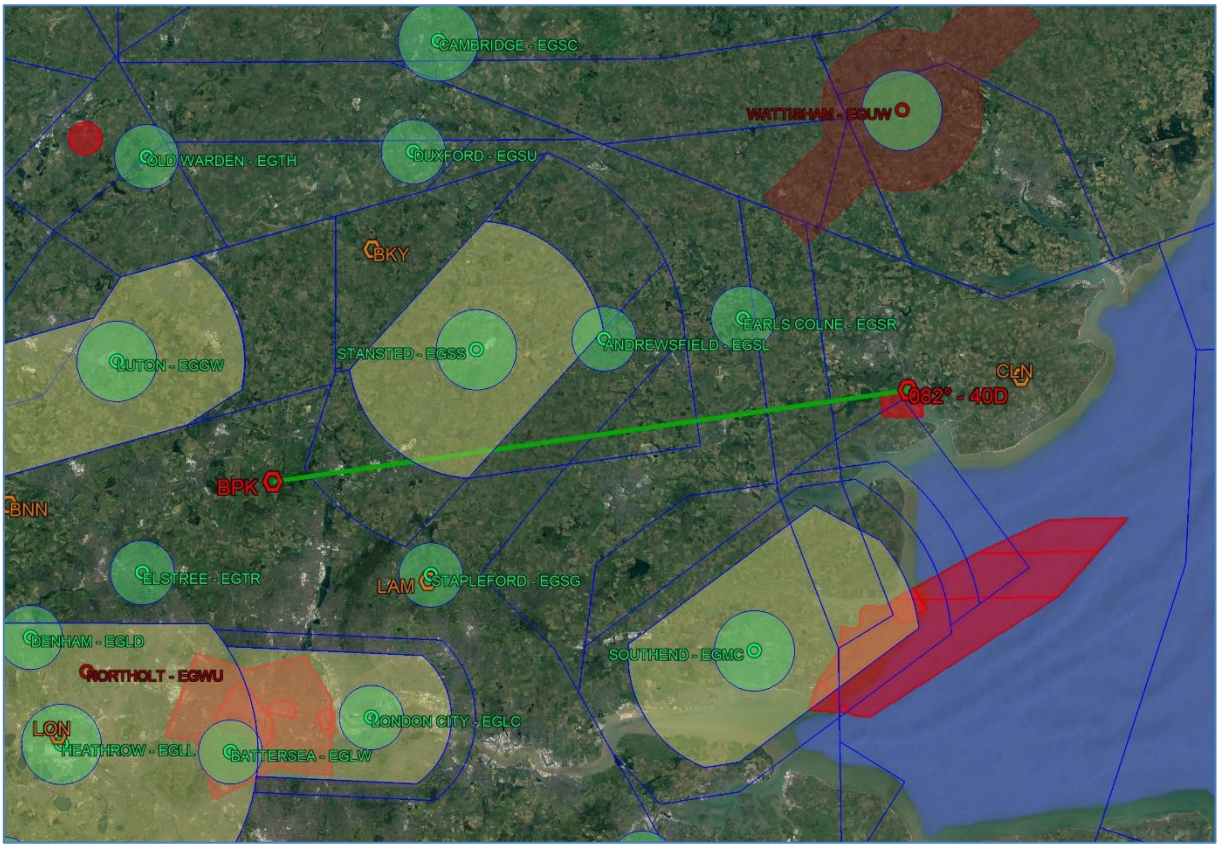


Chart 3 – Serial A2

R082 to 40D

RNAV Route Q295 CLN-BPK

FL85 (can accept FL80 (Primary) or FL90 (Secondary))



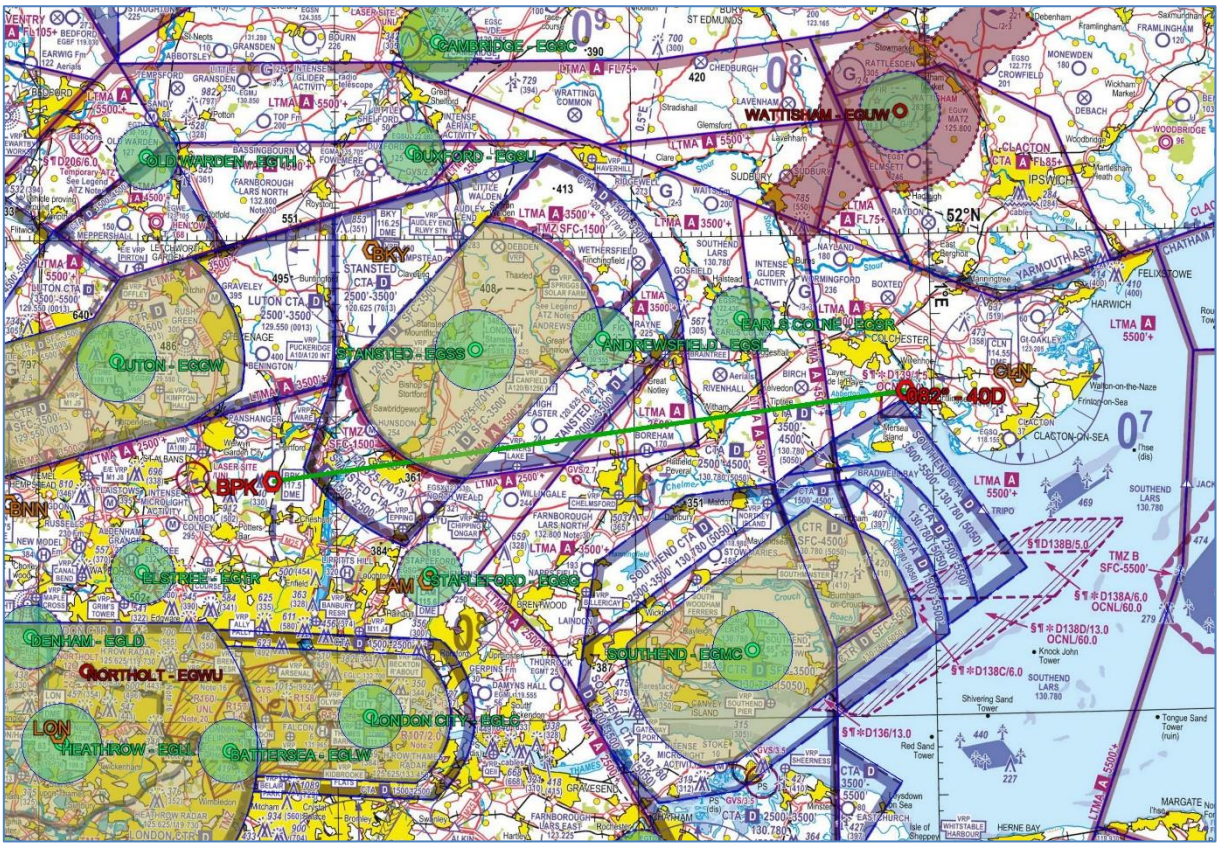


Chart 4 – Serial A3

R135 to 37.6D

RNAV Route N601 BPK-DET

FL75 (can accept FL70/7,000ft London QNH (Primary) or FL80 (Secondary))

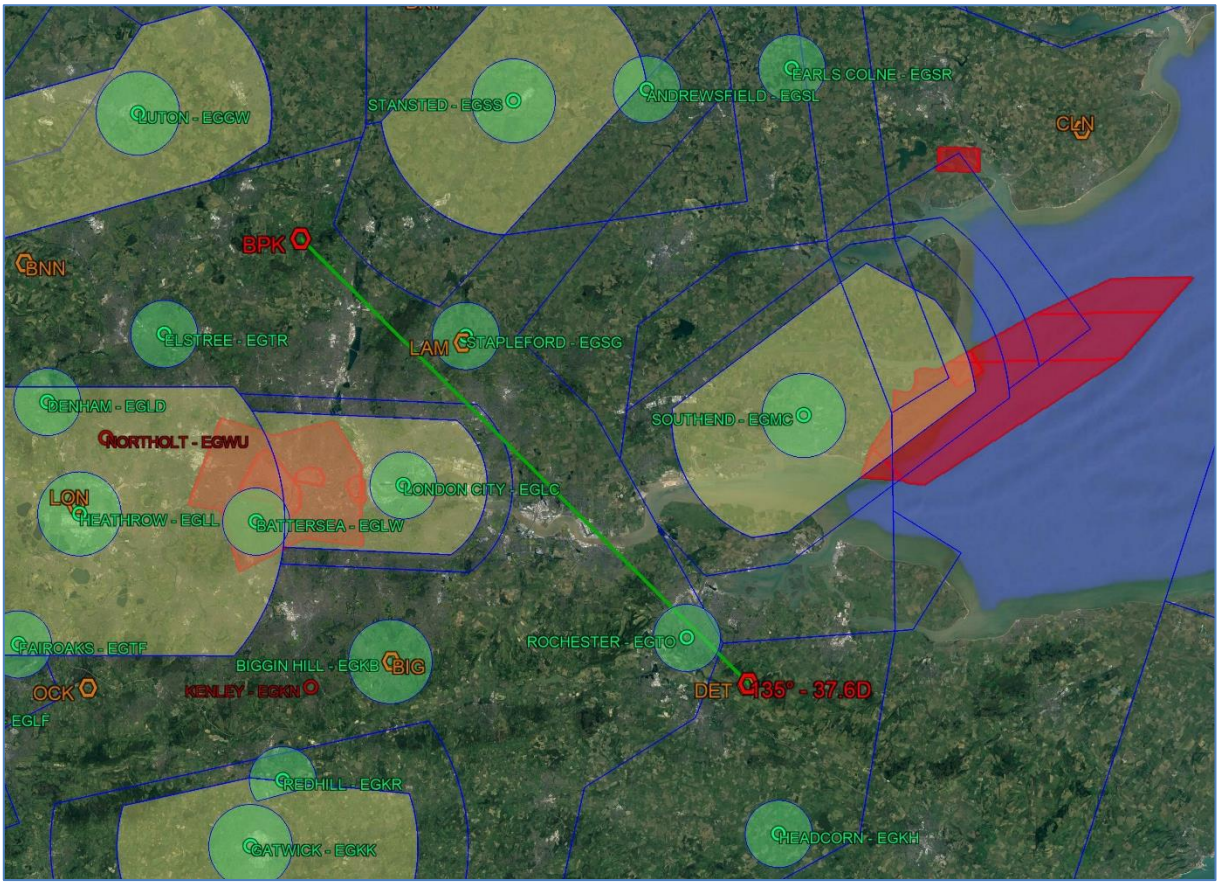
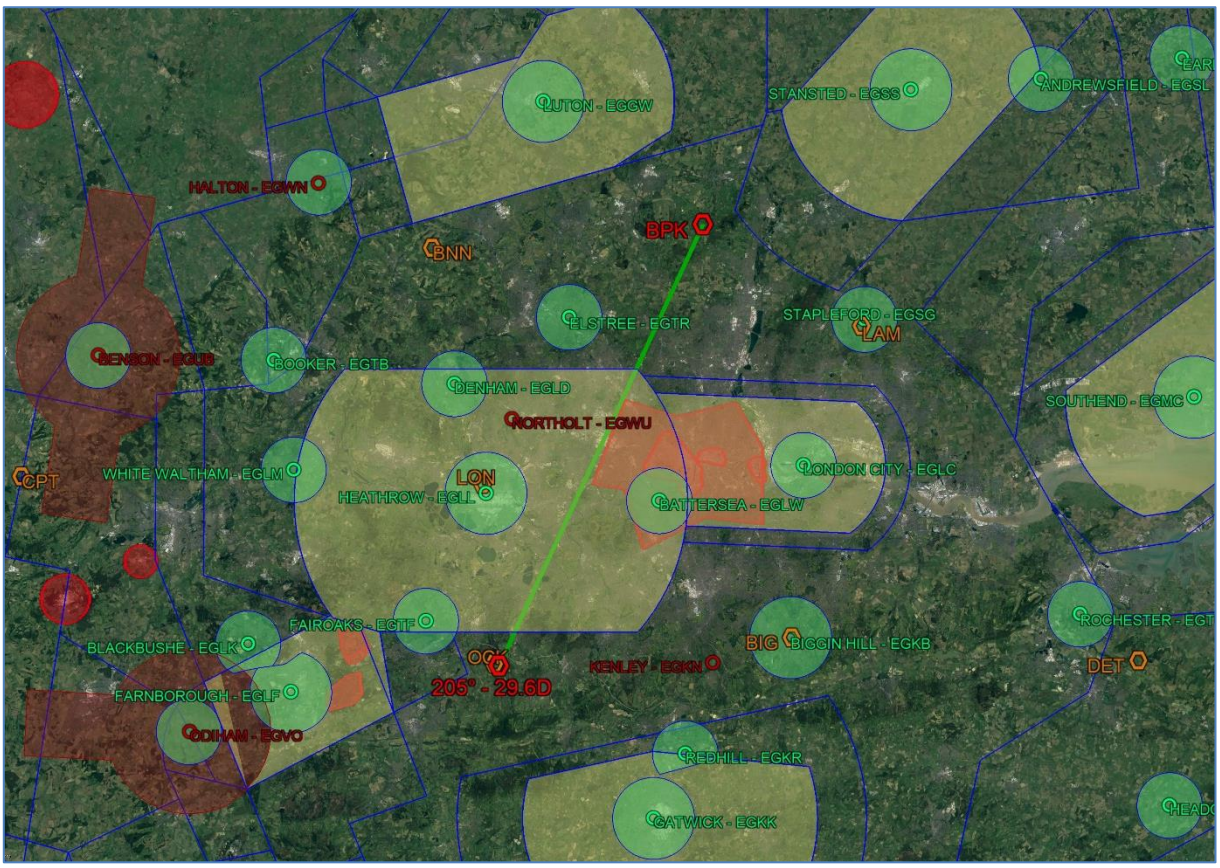


Chart 5 – Serial A4

R205 to 29.6D

RNAV Route M185 BPK-OCK

FL85 (can accept FL80 (Primary) or FL90 (Secondary))



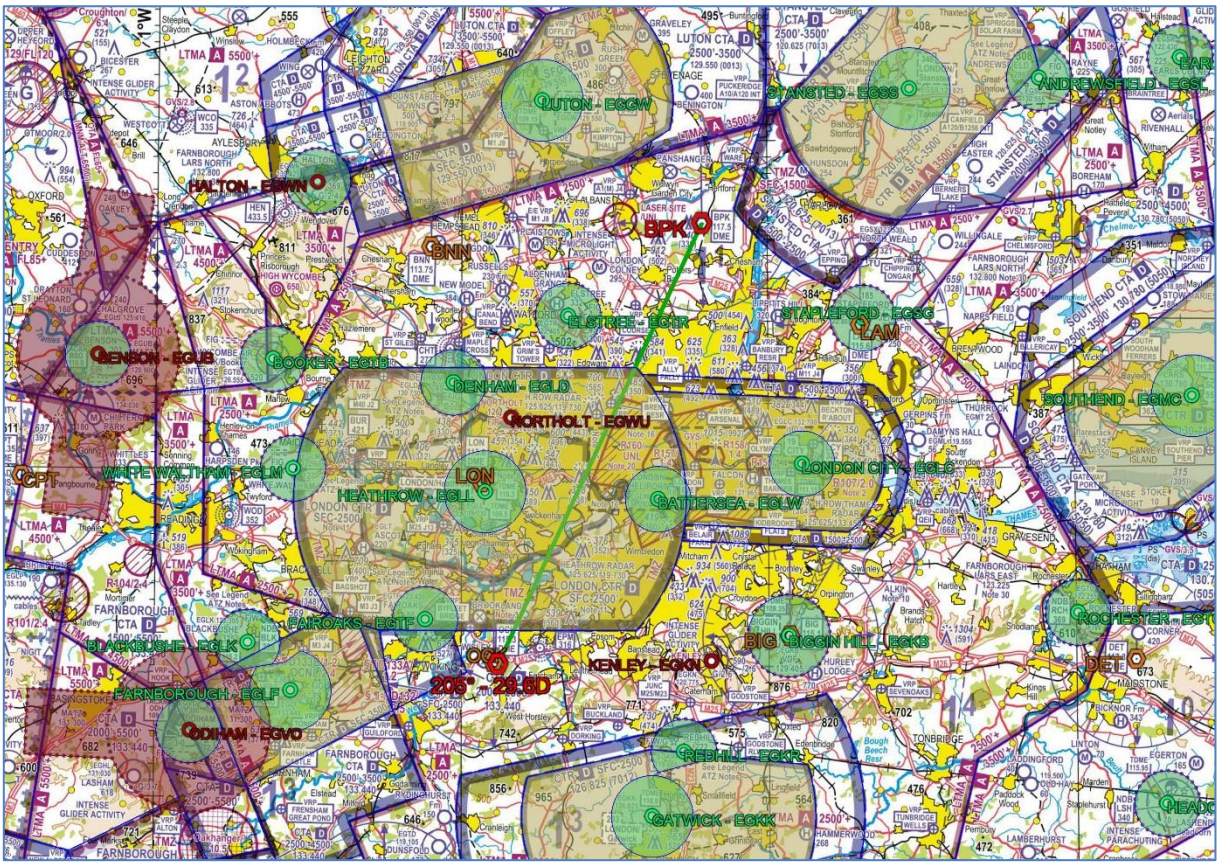


Chart 6 – Serial A5

R328 to 80D

RNAV Route N601 BPK-POL

FL95 (can accept FL90 (Primary) or FL100 (Secondary))