

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-04-0014	1.0	26/02/2022	05/02/2022

NAVAID CALIBRATION DOVER (DVR) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

01st April 2022 – 30th November 2022

Times (ALL TIMES UTC)

22:00 – 04:30

Vertical Limits:

3,000ft AMSL – FL90

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: PA31
Callsign: Flight Cal 01

NDS Approved:

Yes – *Subject to the conditions in Section 2*

Event Sponsor(s):

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

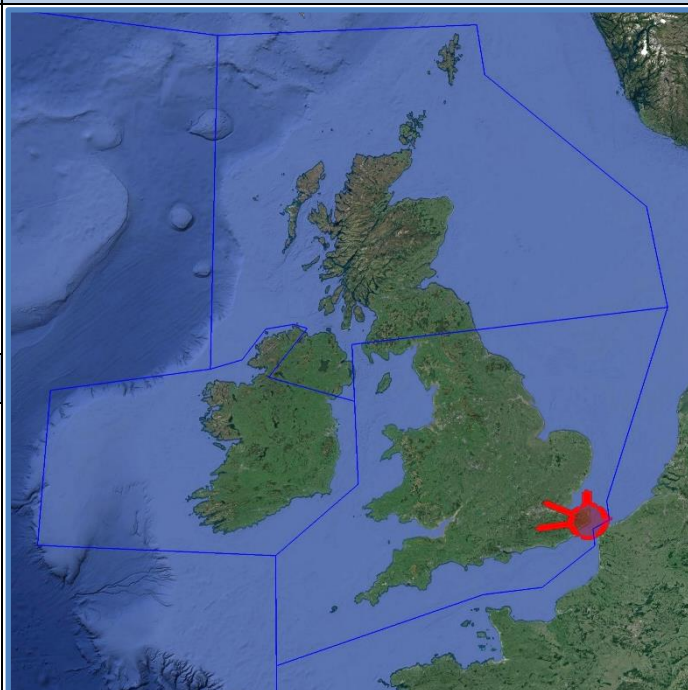
Aircraft Operator(s):

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:

London Information 01489 611970
Southend 01702 538420
Swanwick LTC – SWA 02380 401110
Info: Lydd

Geographical Limits:



Airspace Reservations:

Nil.

Departure/Destination Aerodrome(s)

EGMC

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 Plymouth Military, Swanwick Military (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 Dover (DVR) VOR/DME.

16. **This ACN and any priority status given within is applicable within the London FIR only. The sponsor is responsible for applying for any necessary permissions to operate within the Paris FIR.**

17. **Dates.** Whilst this ACN is valid for the period specified on the front page, it is anticipated that this calibration will take place on the 01st of April 2022.

18. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least one 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.

19. **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. At all other times, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*) and attracts no priority.

20. **Serials.** The aircraft is required to conduct the following serials (Serial A1 must be completed before any other serial, however the subsequent order is non-specific:

<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 Chatham RPS / Lydd QNH ¹
A2	R003 to 35D (RNAV Route M189 DVR-JACKO)	FL90	
A3	R093 to 24D (RNAV Route L9 DVR-KONAN)	FL80	
A4	R271 to 58D (Gatwick DVR 2P/2W SIDs)	6,000ft AMSL	KK QNH
A5	R302 to 54D (RNAV Route L10 DVR-LAM)	FL80	

21. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.

22. **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 enter controlled airspace prior to penetration.

¹ Lydd QNH is available H24 via the Lydd ATIS : 129.230 MHz.

23. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following units:

- a. London Information 124.600 MHz
- b. Southend² 130.780 MHz
- c. Swanwick LTC³ Frequency on request

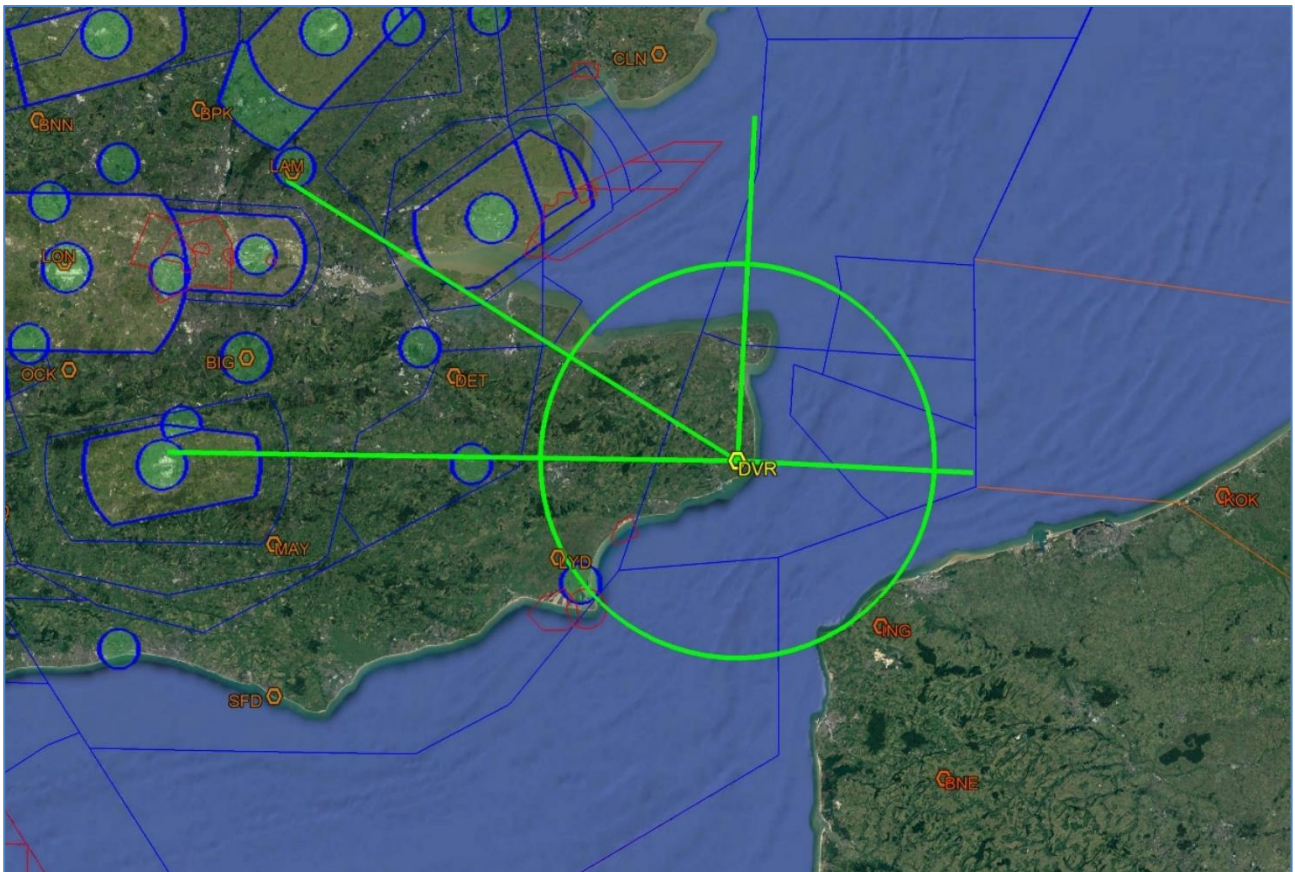
24. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM.

SECTION 3

Area of Operation

25. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning.

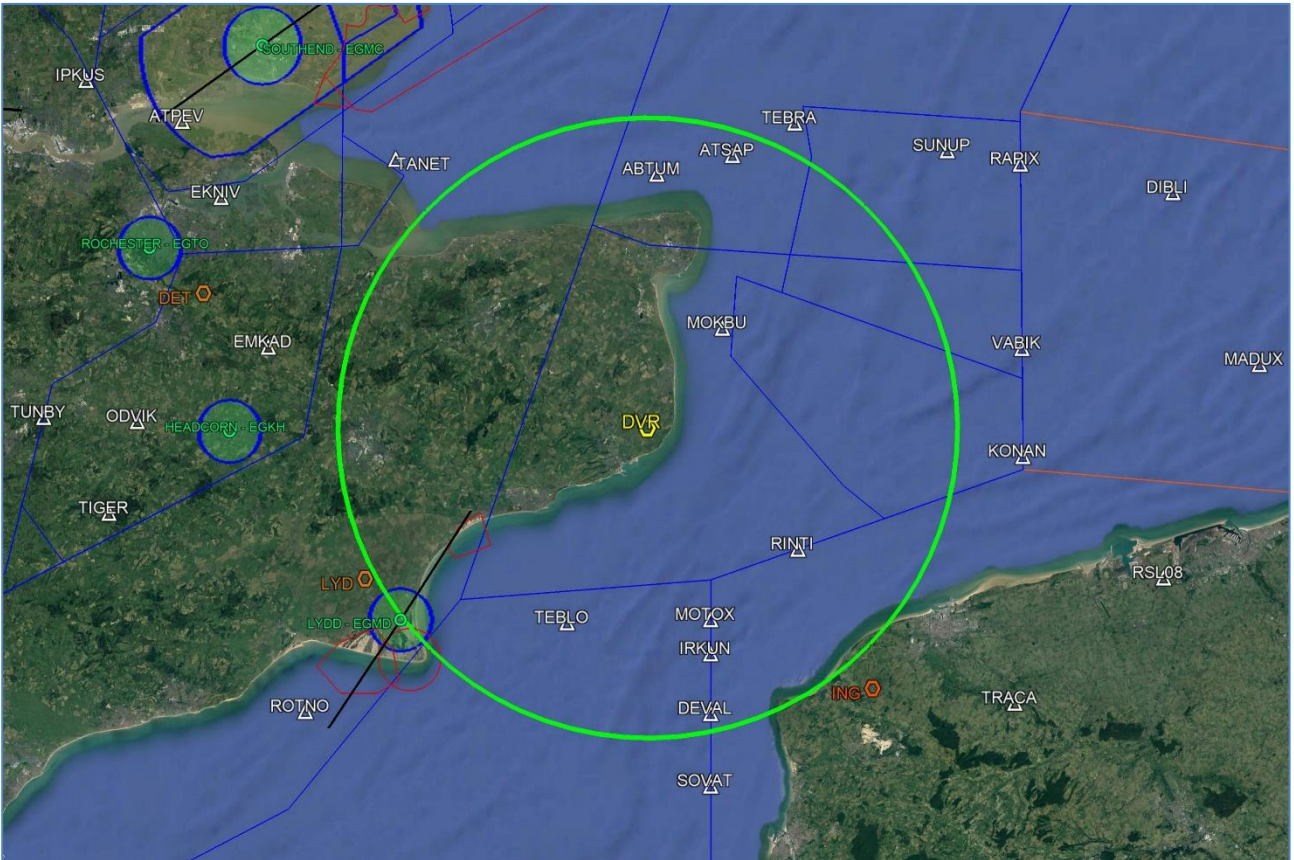
Chart 1 – Overview



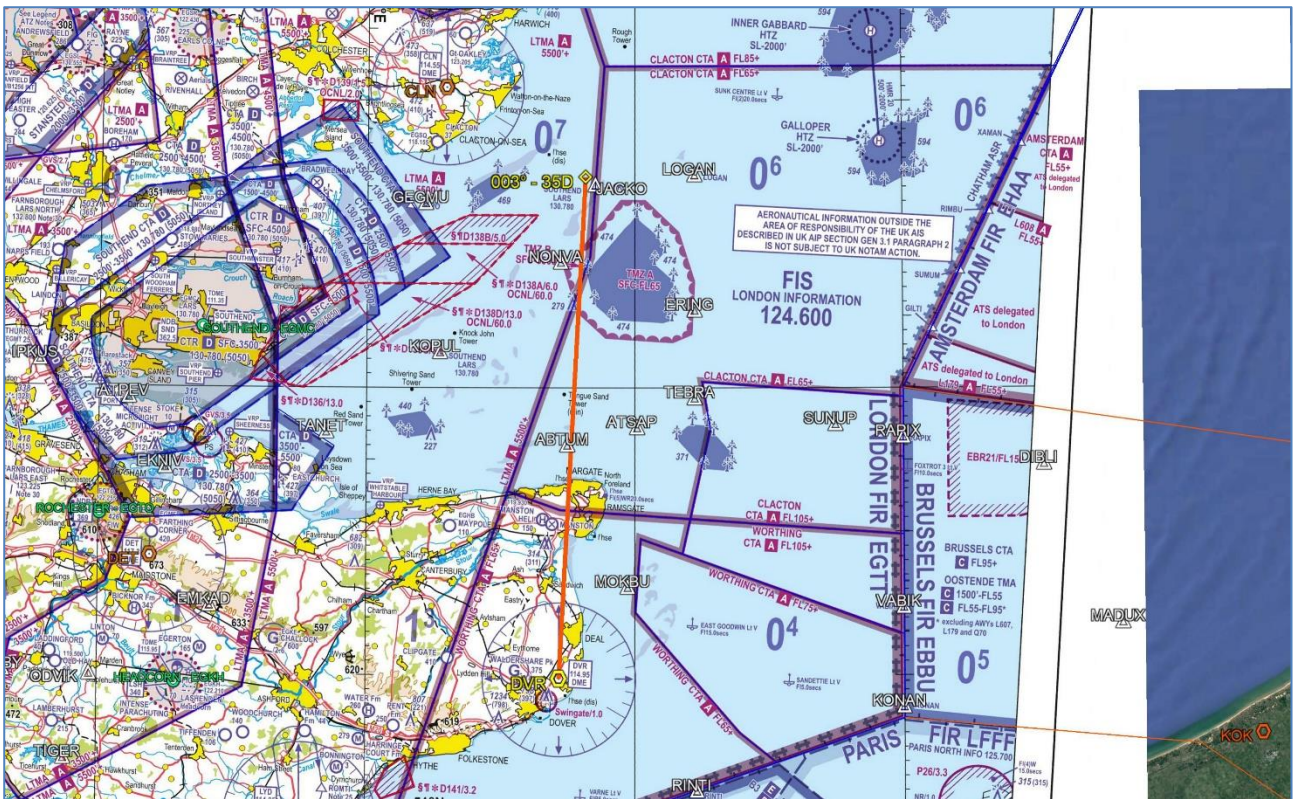
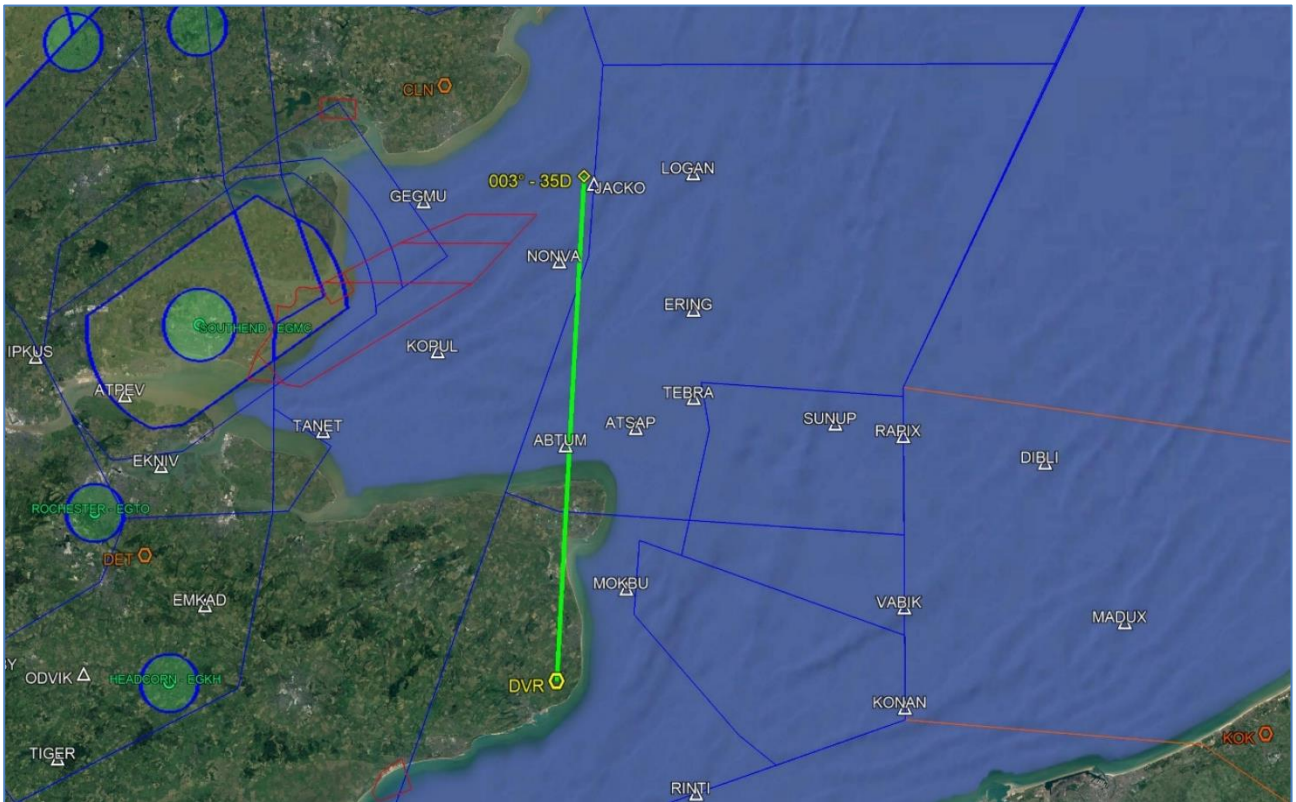
² Coverage south of Margate is subject to radar limitations due to high ground.

³ Service provision is not guaranteed and may be limited to a Basic Service only.

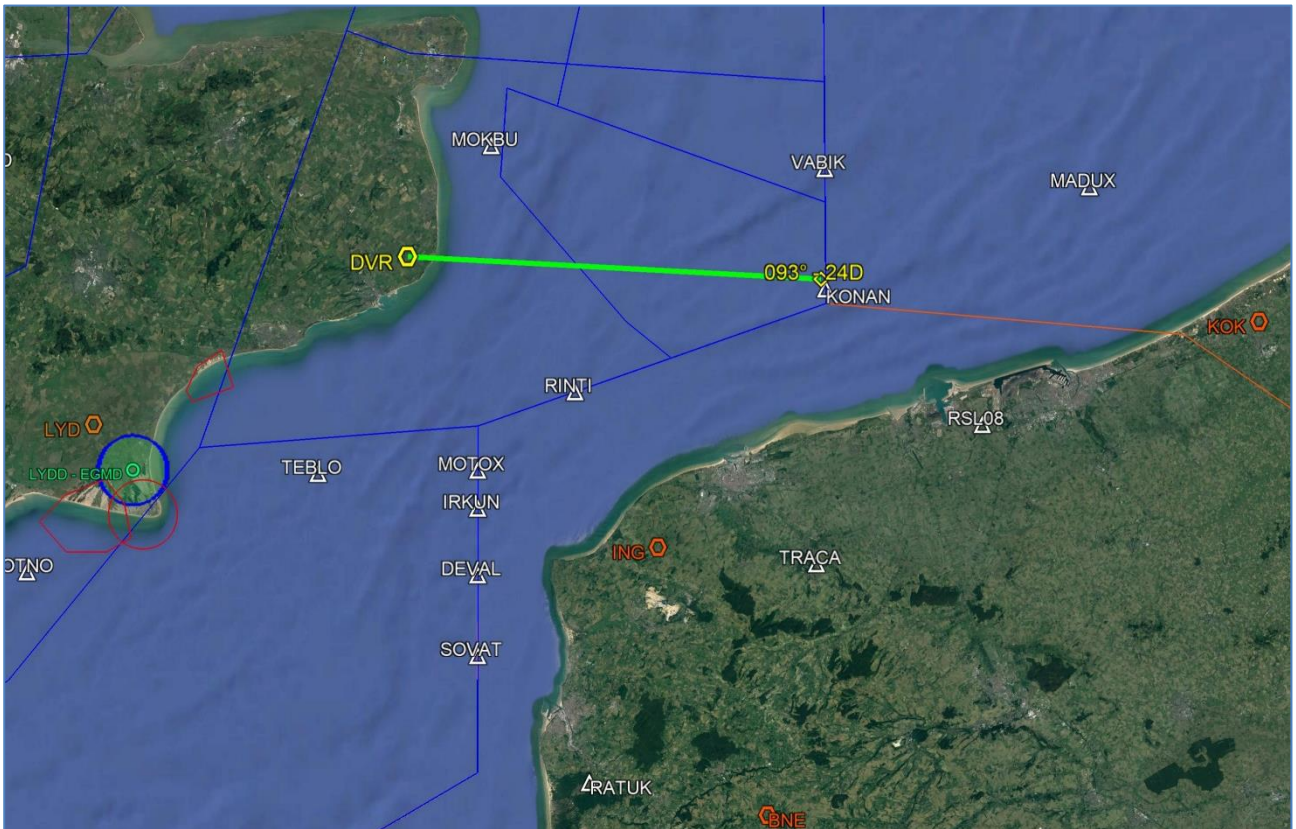
Charts 2 & 3 – Serial A1 – Orbit
 20nm Anti-Clockwise – 3,000ft AMSL (Chatham RPS / Lydd QNH)



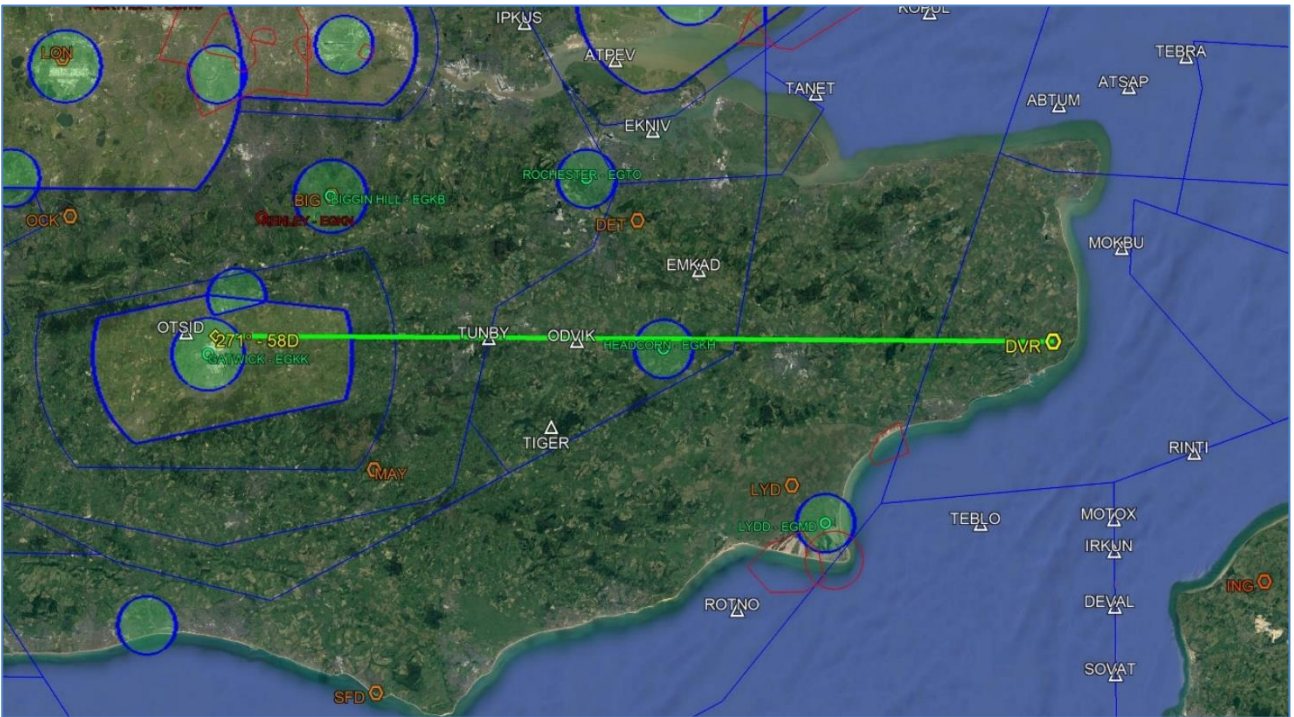
Charts 4 & 5 – Serial A2 – FL90
R003 to 35D
(RNAV Route M189 DVR-JACKO)



Charts 6 & 7 – Serial A3 – FL80
 R093 to 24D
 (RNAV Route L9 DVR-KONAN)



Charts 8 & 9 – Serial A3 – 6,000ft (KK QNH)
R271 to 58D
(Gatwick DVR 2P/2W SIDs)



Charts 10 & 11 – Serial A4 – FL80
R302 to 54D
(RNAV Route L10 DVR-LAM)

