

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-04-0016	1.0	18/03/2022	23/02/2022

## NAVAID CALIBRATION WALLASEY (WAL) VOR/DME

### NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
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13 <sup>th</sup> April 2022 – 30 November 2022	22:00 – 04:00 (21:00 – 03:00)
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Vertical Limits:	Allocated Mode 3A (SSR):
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3,500ft AMSL – FL80	0024
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Aircraft Details:	NDS Approved:
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Type: PA31 Callsign: Flight Cal 01	<b>Yes</b> – <i>Subject to the conditions in Section 2</i>
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Event Sponsor(s):	Aircraft Operator(s):
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NATS Engineering NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 615365 <a href="mailto:Richard.Handford@nats.co.uk">Richard.Handford@nats.co.uk</a>	Flight Calibration Services Calibration House 17-19 Cecil Pashley Way Shoreham Airport Shoreham-by-Sea West Sussex BN43 5FF 01243 538245 <a href="mailto:operations@flight-cal.com">operations@flight-cal.com</a>
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ATS Units/ Controlling Agencies:	Geographical Limits:
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Doncaster 01302 625642 East Midlands 01332 852993 Liverpool 0151 907 1542 Manchester 0161 209 2836 Prestwick ACC 01294 655300 Swanwick Mil (78 Sqn) – West 01489 612417 <i>Info: Aberporth, Hawarden, Shawbury, Swanwick ACC – GS West, Waddington, Warton, Western Radar</i>	
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Airspace Reservations:
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Nil
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Departure/Destination Aerodrome(s)	ACN Issued by:
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EGNR	AS3
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## **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](mailto: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 Wallasey (WAL) VOR/DME.

16. **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 13<sup>th</sup> April 2022.

17. **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. The actual start time for the calibration will be subject to ATC approval.

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

19. **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	3,500ft AMSL <i>See Para 21</i>	2 x 360° Orbits GP QNH
A2	R081 to 75D (RNAV Route L975 WAL-GOLES)	FL80	
A3	R128 to 26D (RNAV Route Y53 WAL-NANTI)	5,000ft AMSL	GP QNH
A4	R183 to 60D (ATS Route N864 WAL-BCN)	FL60	
A5	R095 to 85D (RNAV Route L975 WAL-LIFFY)	FL60	
A6	R184 to 7D (Liverpool RWY 09 ILS/DME/NDB(L) - Direct ARR via northwest of WAL VOR)	3,500ft AMSL	GP QNH

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

21. **Altitude.** Whilst the sponsor has requested 3,500ft (GP QNH) for Serial A1, for ATM purposes, the calibrator may be requested to operate at whole 1,000ft intervals. The pilot is to inform the ATC agencies during the prenote of the preferred alternative.

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.

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

- |                        |             |                 |
|------------------------|-------------|-----------------|
| a. Doncaster           | 126.225 MHz | <i>Serial 5</i> |
| b. East Midlands       | 134.180 MHz | <i>Serial 5</i> |
| c. Swanwick Mil – West | 133.900 MHz | <i>Serial 4</i> |

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.

25. **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 Unit 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)

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

27. 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.

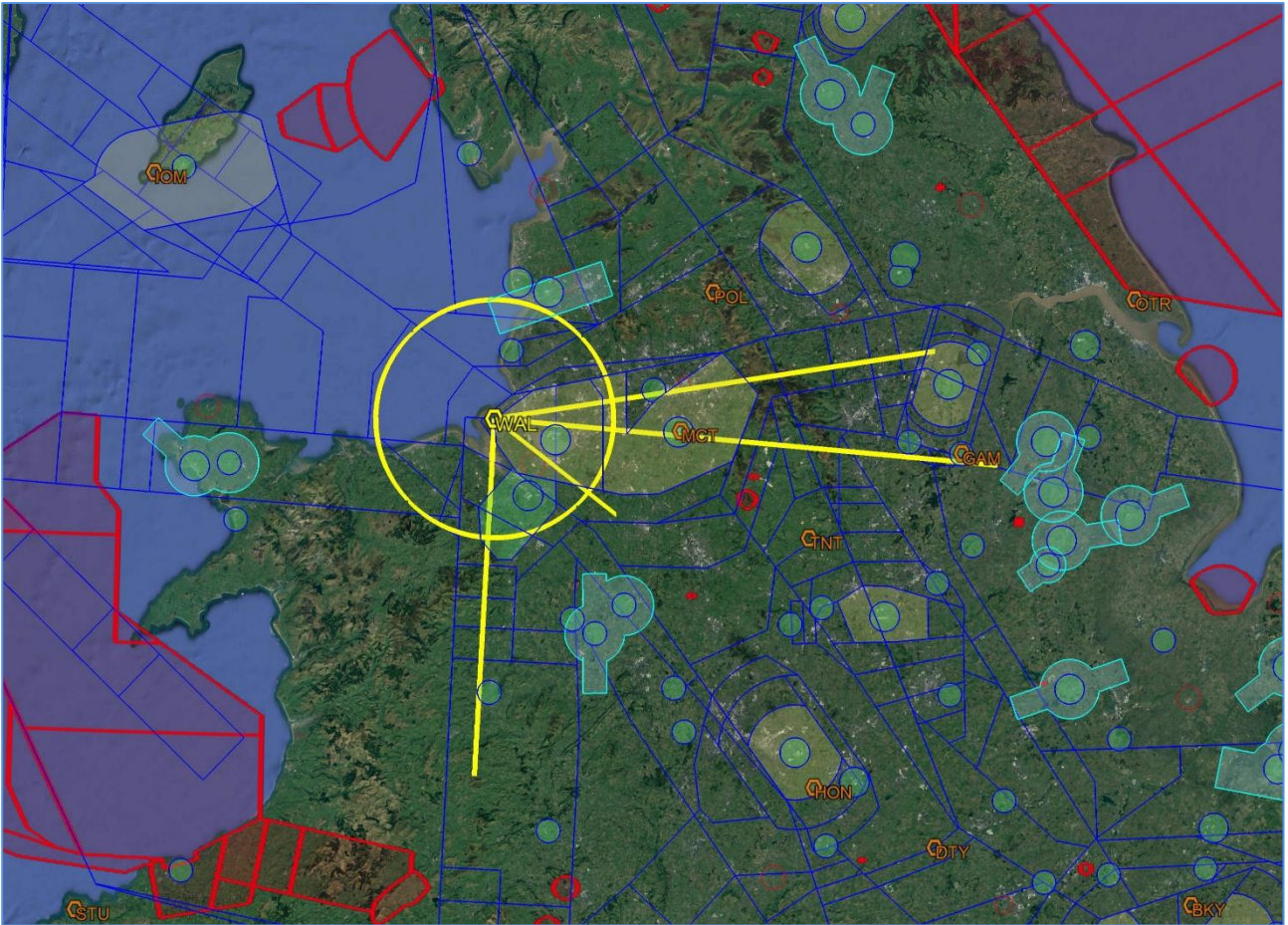


## SECTION 3

### Area of Operation

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

Chart 1 – Overview

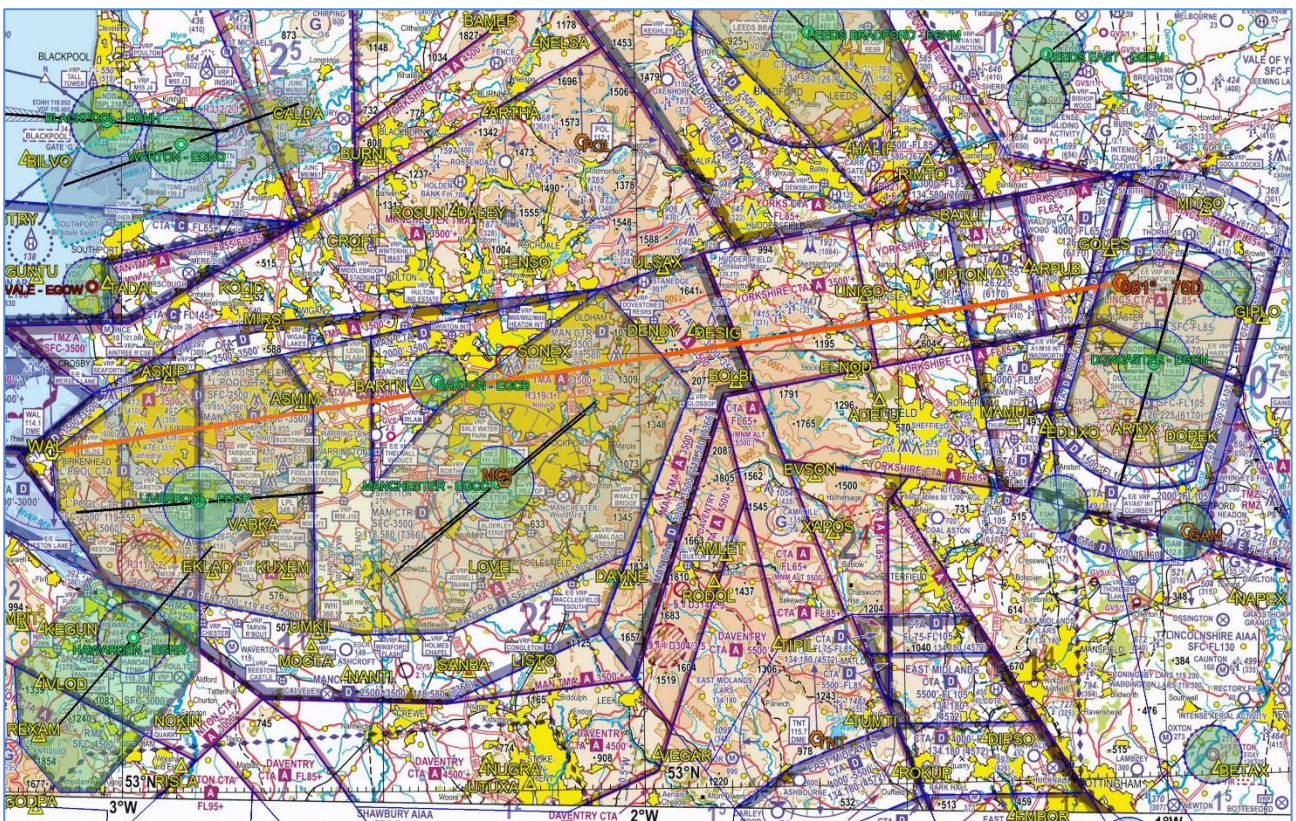
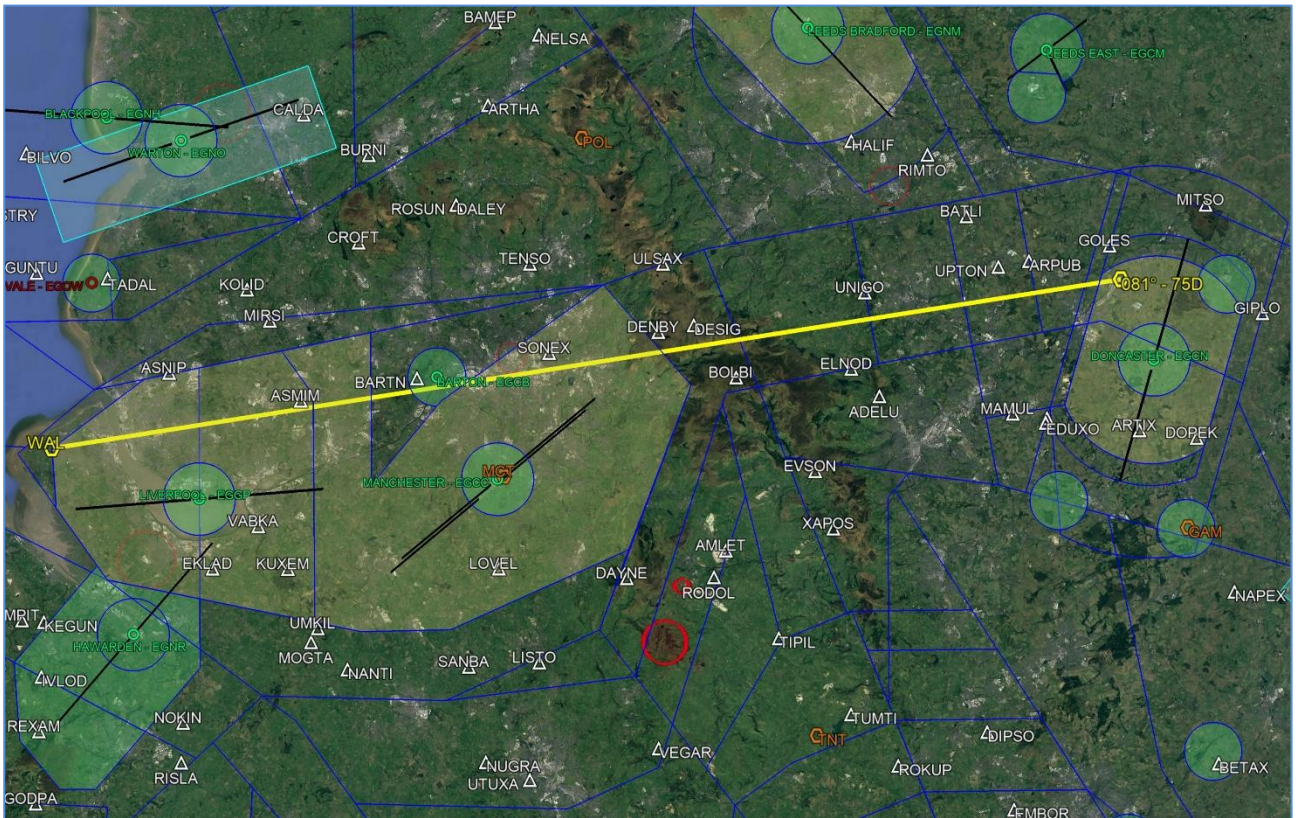






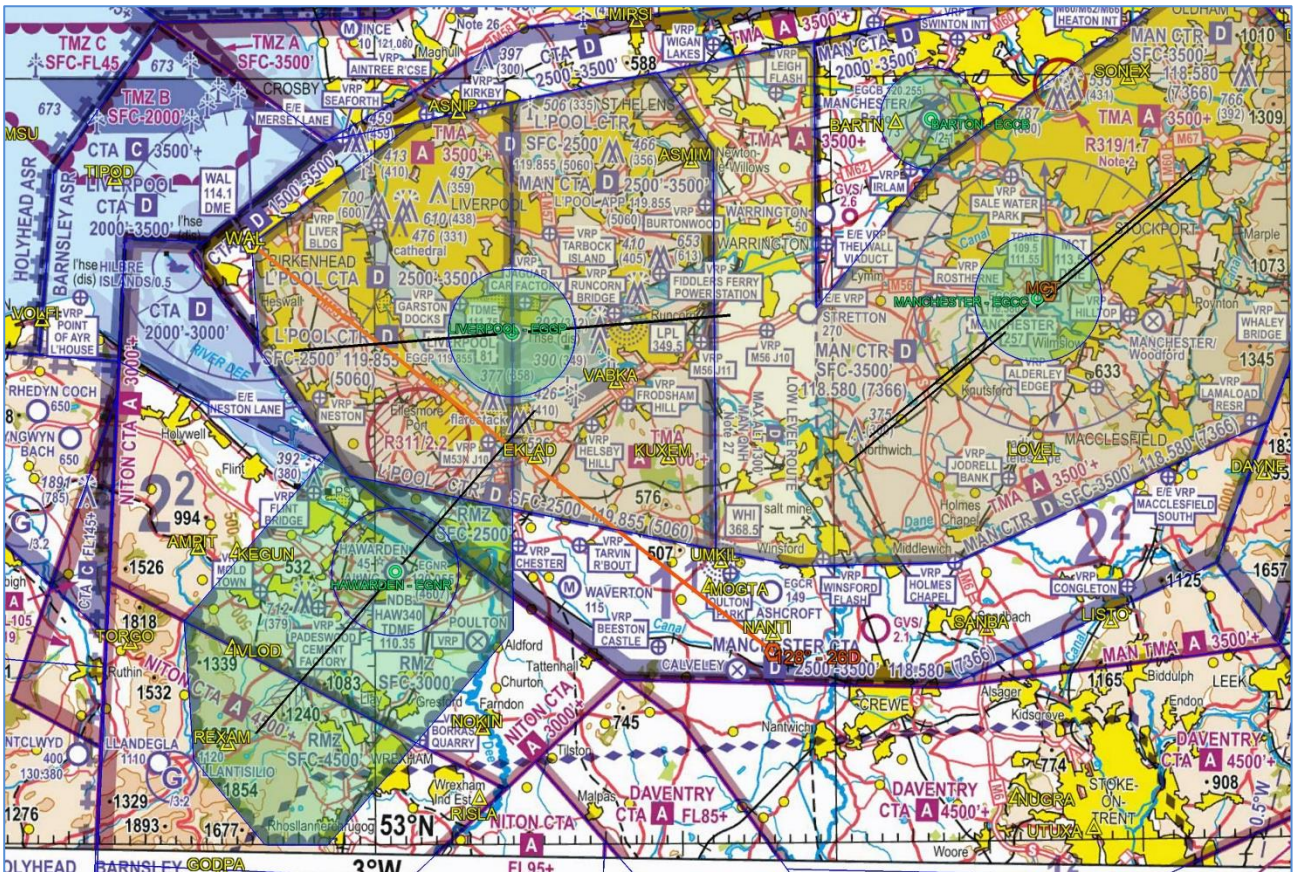
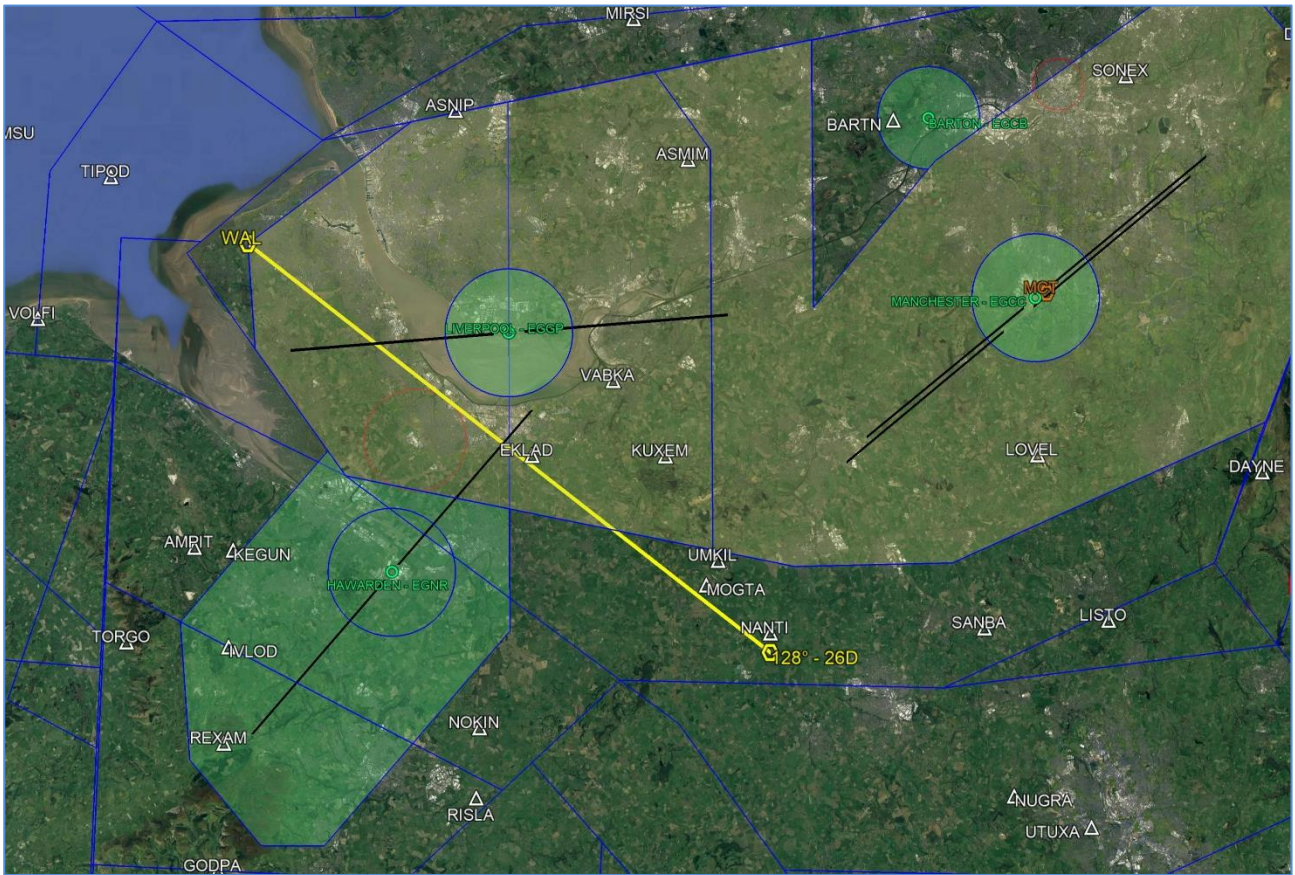


Charts 4 & 5 – Serial A2 – FL80  
R081 to 75D  
(RNAV Route L975 WAL-GOLES)





Charts 6 & 7 – Serial A3 – 5,000ft AMSL (GP QNH)  
 R128 to 26D  
 (RNAV Route Y53 WAL-NANTI)





**Chart 8 – Serial A4 – FL60**  
R183 to 60D  
(ATS Route N864 WAL-BCN)

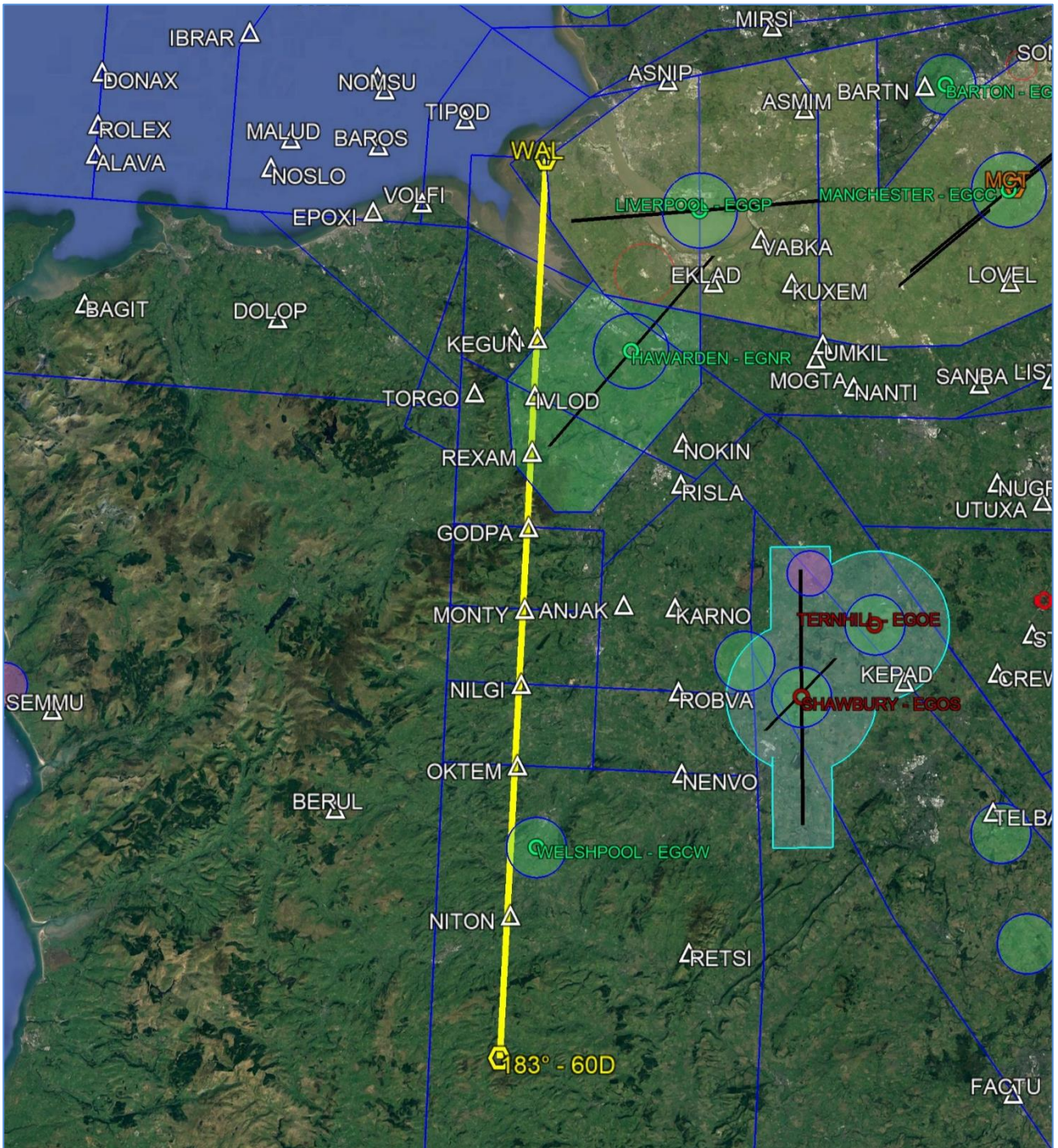




Chart 9 – Serial A4 – FL60  
R183 to 60D  
(ATS Route N864 WAL-BCN)









**Chart 12 – Serial A6 – 3,500ft (GP QNH)**

*R184 to 7D*

(Liverpool RWY 09 ILS/DME/NDB(L) - Direct arrival via northwest of WAL VOR)

