AIRSPACE CO-ORDINATION NOTICE

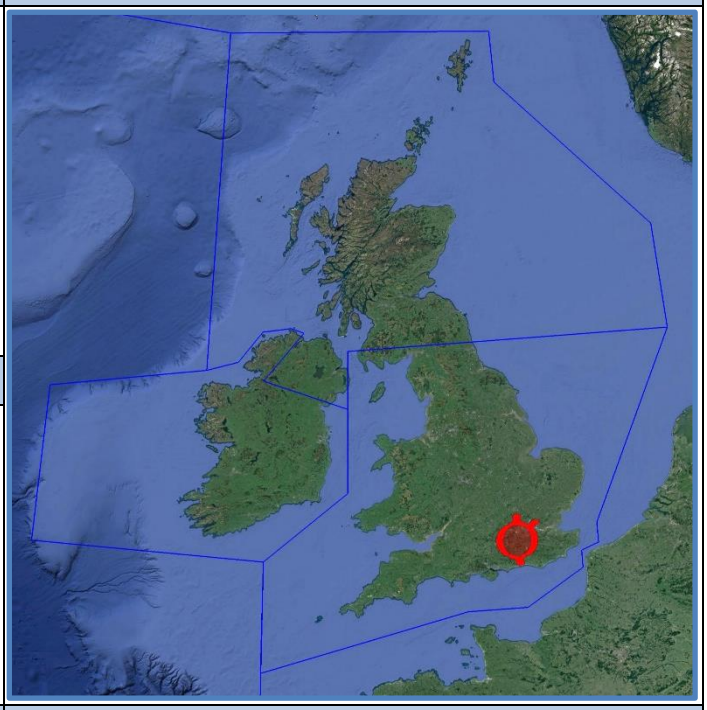
Safety and Airspace Regulation Group

ACN Reference:	Version:	Date:	Date of Original
2022-04-0017	1.0	**18/03/2022**	**23/02/2022**

NAVAID CALIBRATION
OCKHAM (OCK) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	**Times (ALL TIMES UTC)**
29th March 2022 – 30 November 2022	22:00 – 04:30 *See para 18*
Vertical Limits:	**Allocated Mode 3A (SSR):**
3,000ft AMSL – FL100	0024
Aircraft Details:	**NDS Approved:**
Type: PA31 Callsign: Flight Cal 01	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
NATS Engineering 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:**
Swanwick LTC – SWA 02380 401110 *Info: Benson, Northolt, Odiham,*	
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. 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 Ockham (OCK) 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 29th of March 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.

18. **Timings.** Whilst the operator has requested conduct the calibration between 22:00 – 04:30 UTC, due to anticipated traffic levels in the London TMA, the sponsor should plan to conduct the check between 00:01 and 04:30 UTC.

19. **Priority.** his 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:

Serial No	Description	Altitude/FL	Notes
A1	20NM Anti-clockwise Orbit	3,000ft AMSL	2 x 360º Orbits LL QNH
A2	R176 to 28D (Gatwick HARDY 5M/5V SIDs)	3,000ft ↗ 6,000ft AMSL	KK QNH *See Para 22*
A3	R287 to 12D (Heathrow Initial App Procedures ILS Rwy 09L/09R Without Radar Control)	7,000ft AMSL	LL QNH *See Para 21*
A4	R047 to 31D (RNAV Route Q3 OCK-LAM)	FL100	
A5	R002 to 30D (RNAV Route Q3 OCK-HEMEL)	FL100	
A6	R074 to 12D (Heathrow Initial Approach Procedures ILS Rwy 27L/27R Without Radar Control)	7,000ft AMSL	LL QNH *See Para 21*

21. As per the Terminal Approach Charts (AD 2-EGLL-7-18 & AD 2-EGLL-7-21), "General Information" Para 1: *Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.*

22. **Serial A2.** The calibration requires the aircraft to start 5nm before of the VOR at 3,000ft (KK QNH), then fly the radial to join the SID, and climbing to 6,000ft with the step-climb profile from OCK 13D.

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

24. **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.

25. **ATS Provision – Outside CAS.** Due to the time of night, only Swanwick LTC will be available. ATS Provision is subject to controller workload and may be limited to a Basic Service only.

SECTION 3

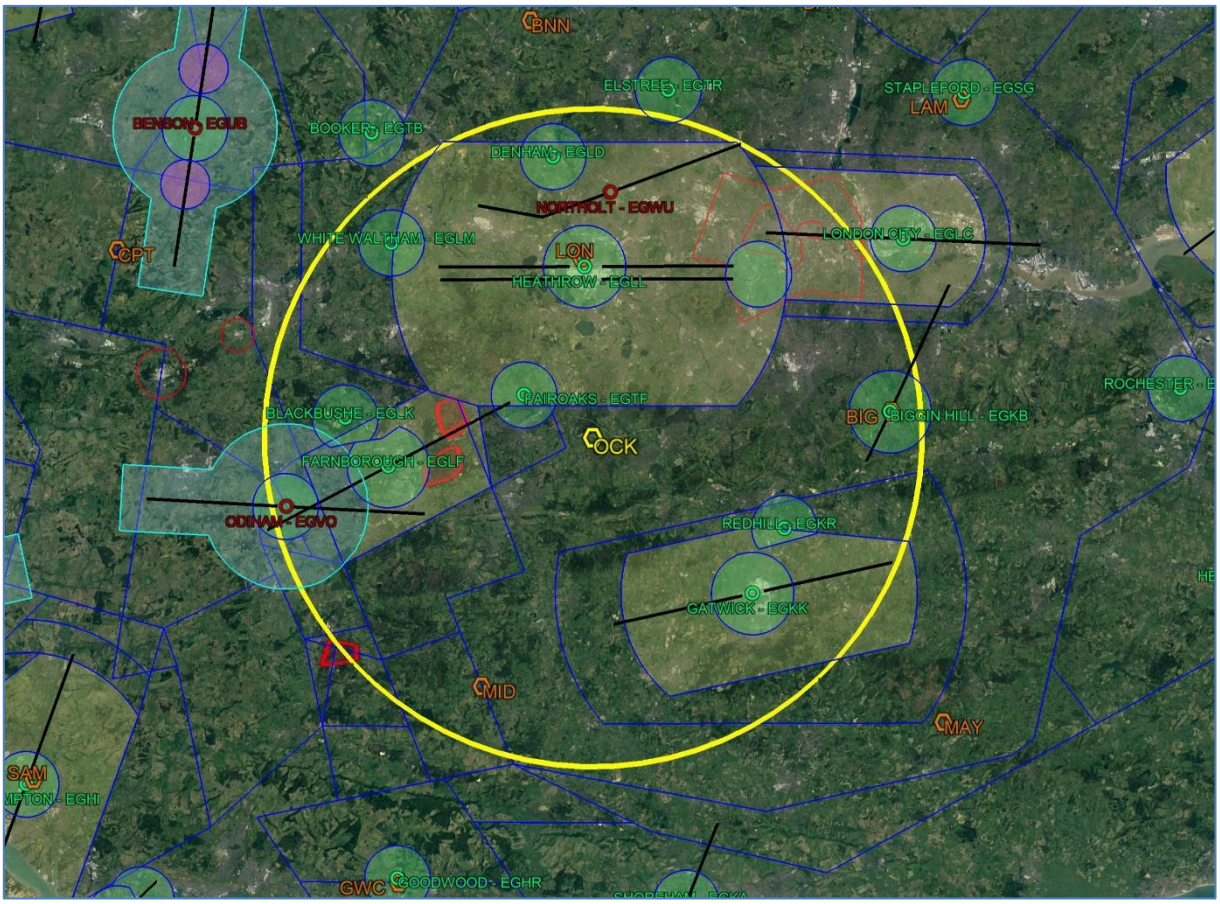
Area of Operation

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

Chart 1 – Overview

Charts 2 & 3 – Serial A1 – Orbit – 3,000ft AMSL (LL QNH)

20nm Anti-Clockwise



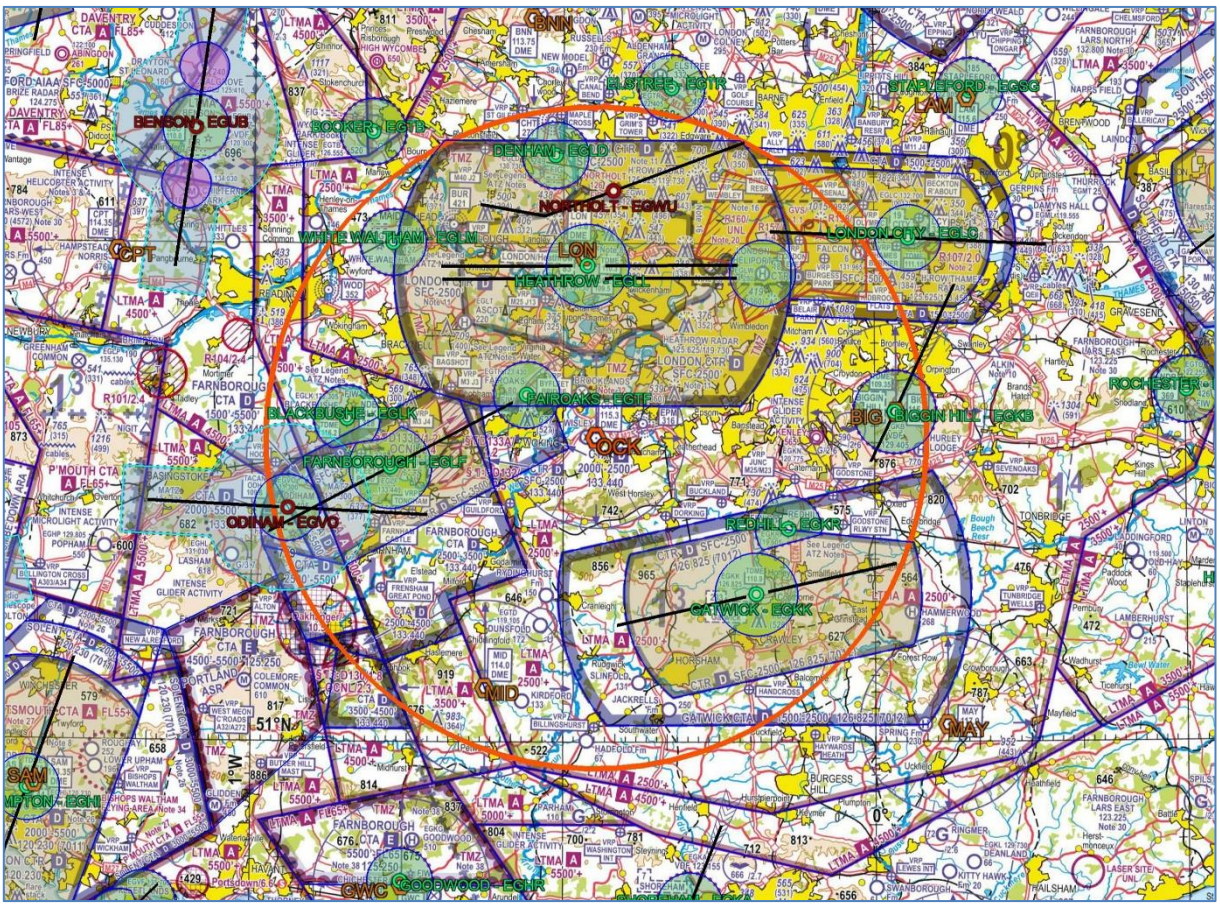


Chart 4 – Serial A2 – Gatwick HARDY 5M/5V SIDs – 3,000ft climbing to 6,000ft AMSL (KK QNH)

R176 to 28D – 6,000ft AMSL (KK QNH)

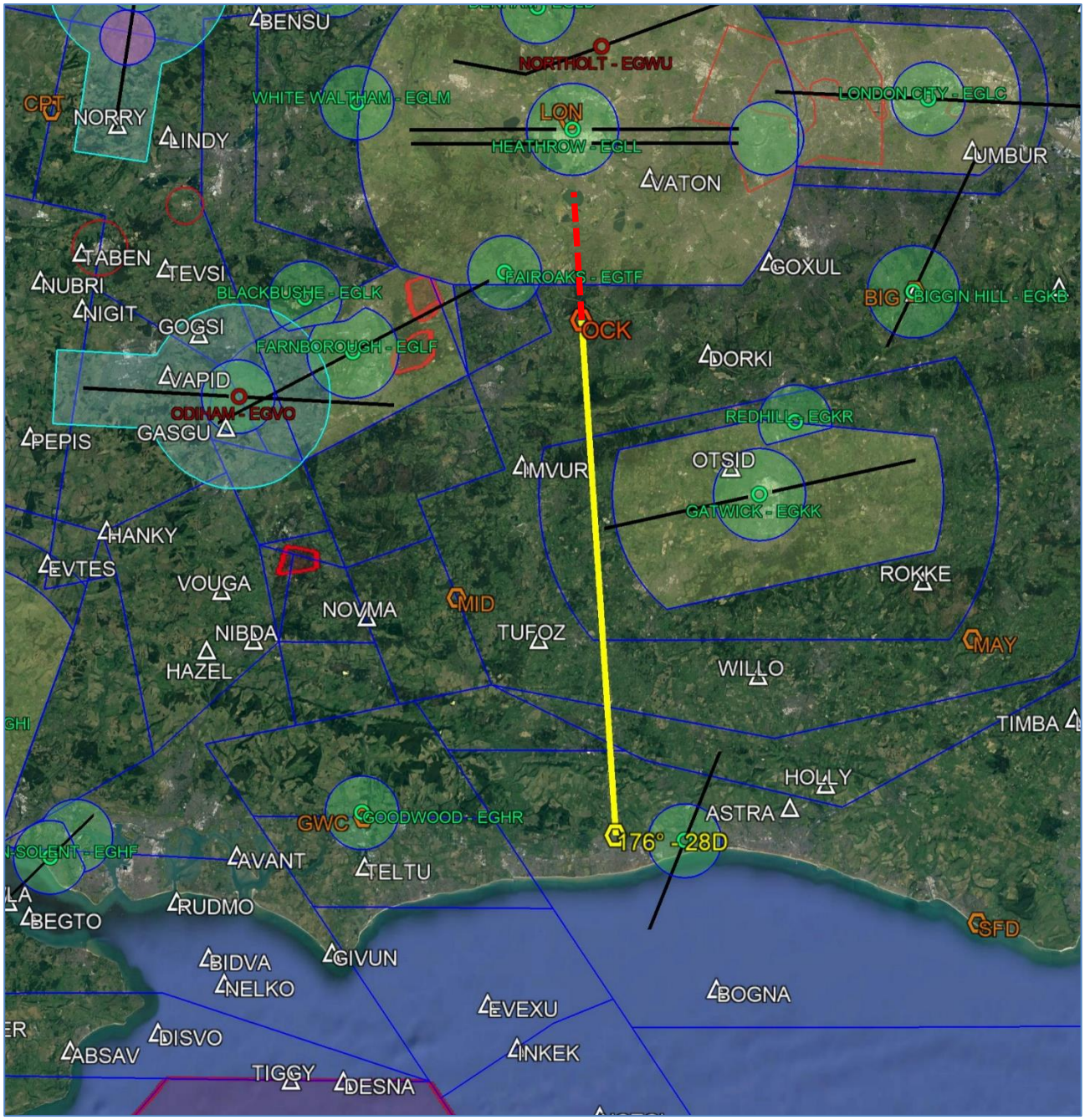


Chart 5 – Serial A2 – Gatwick HARDY 5M/5V SIDs – 3,000ft climbing to 6,000ft AMSL (KK QNH)

R176 to 28D – 6,000ft AMSL (KK QNH)

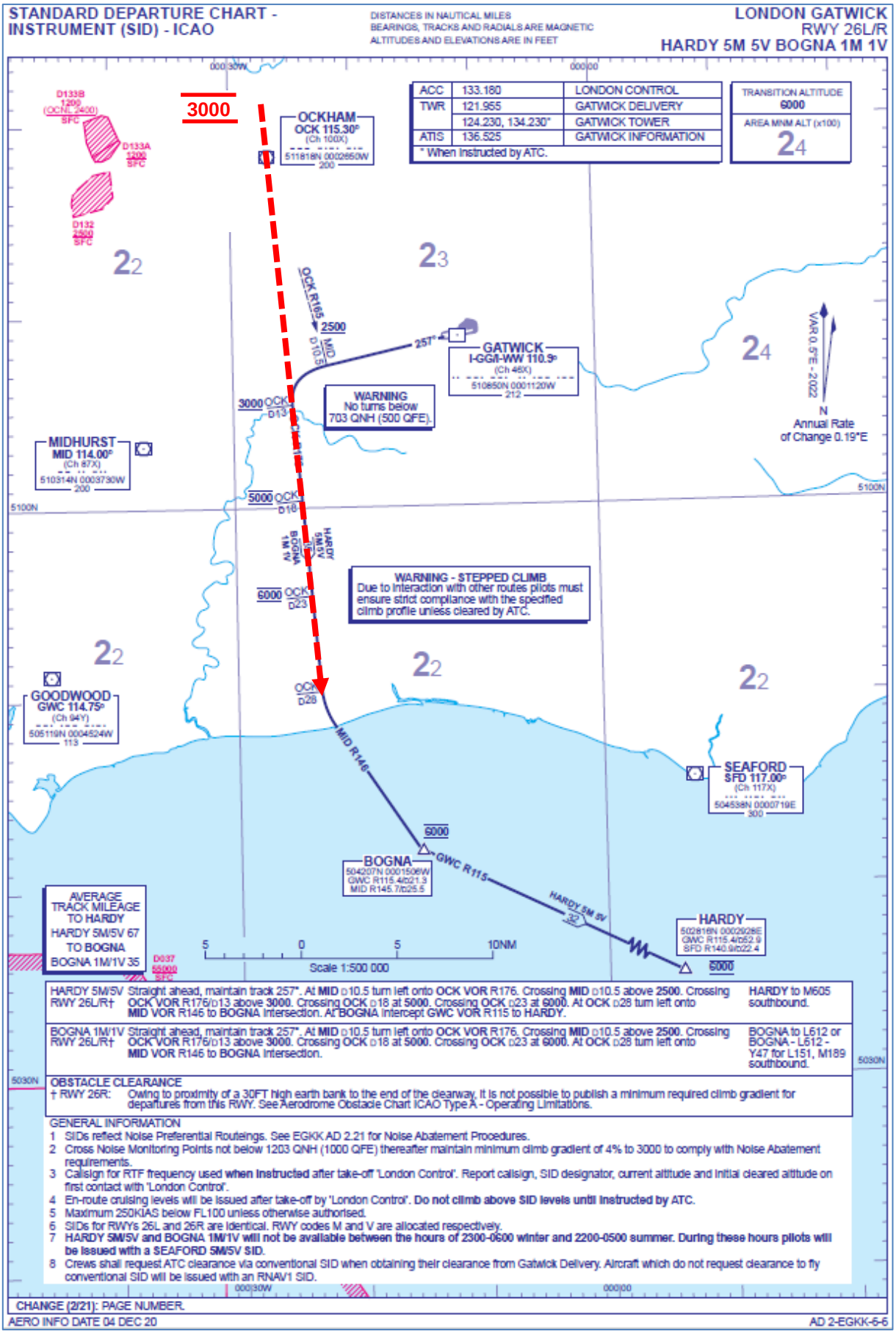
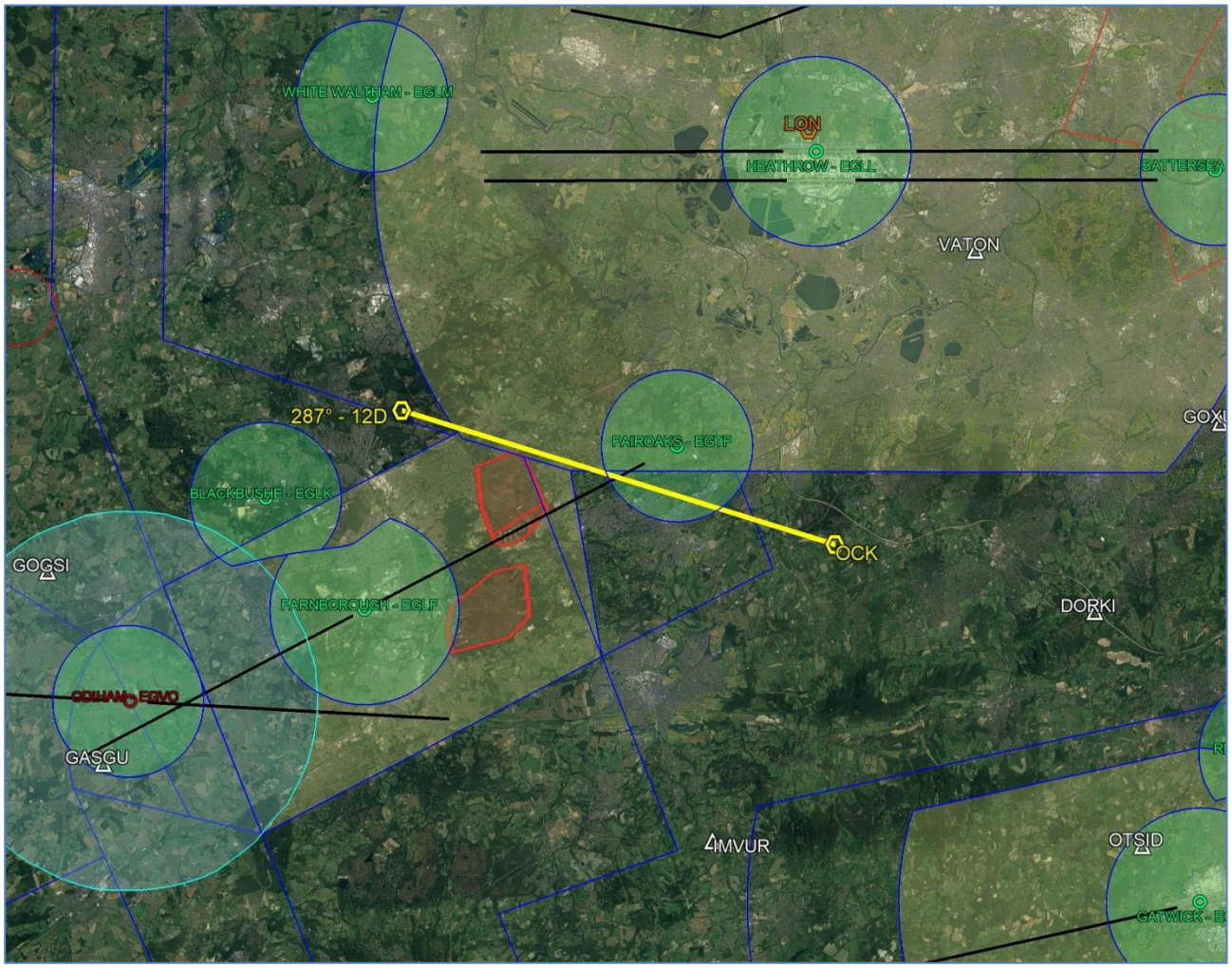


Chart 6 – Serial A3 – 7,000ft AMSL[1] (LL QNH)

R287 to 12D

(Heathrow Initial Approach Procedures ILS RWY 09L/09R - Without Radar Control)

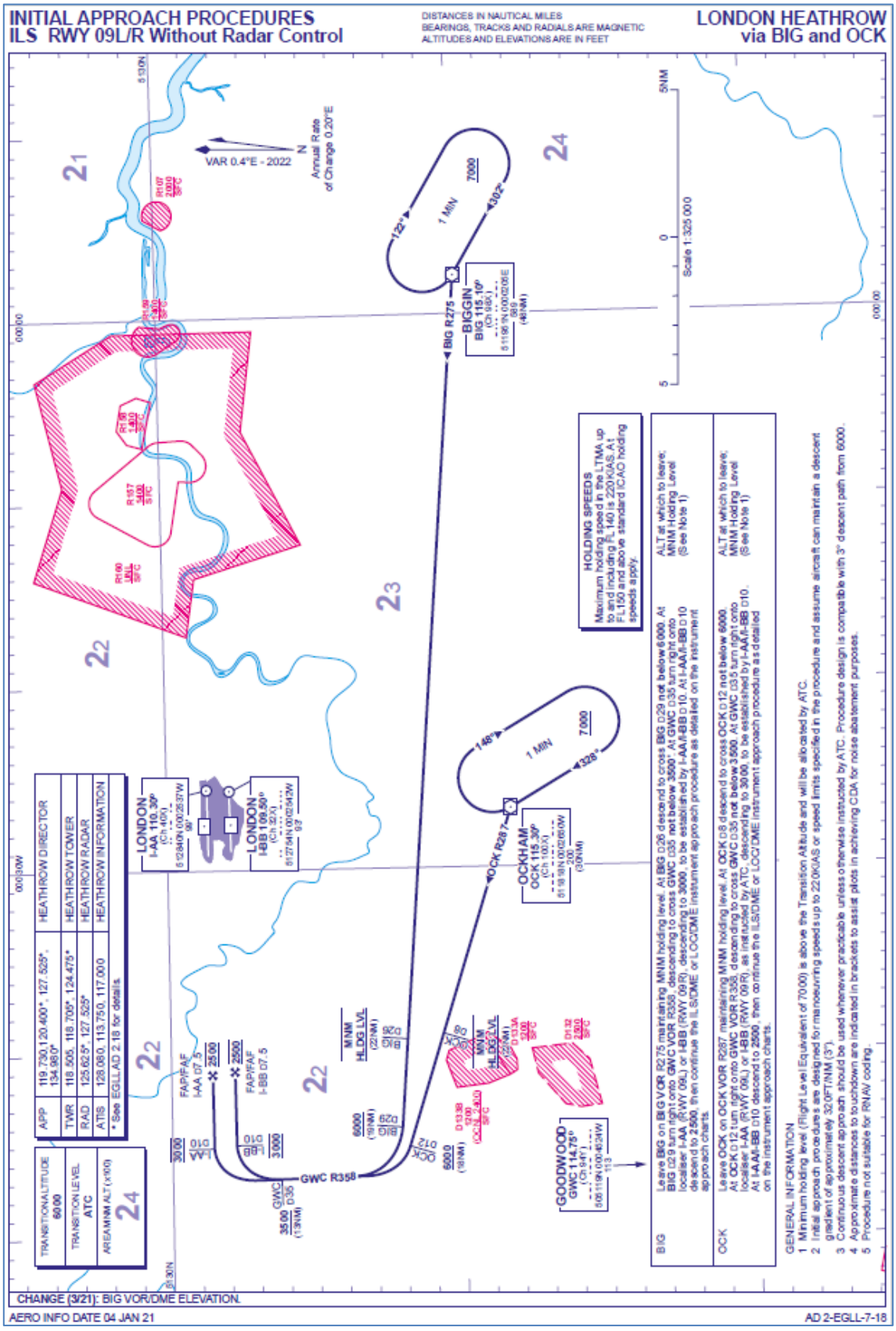


[1] See Para 20

Chart 7 – Serial A3 – 7,000ft AMSL[2] (LL QNH)

R287 to 12D

(Heathrow Initial Approach Procedures ILS RWY 09L/09R - Without Radar Control)



[2] See Para 20

Chart 8 – Serial A4 – FL100

R047 to 31D

(RNAV Route Q3 OCK-LAM)

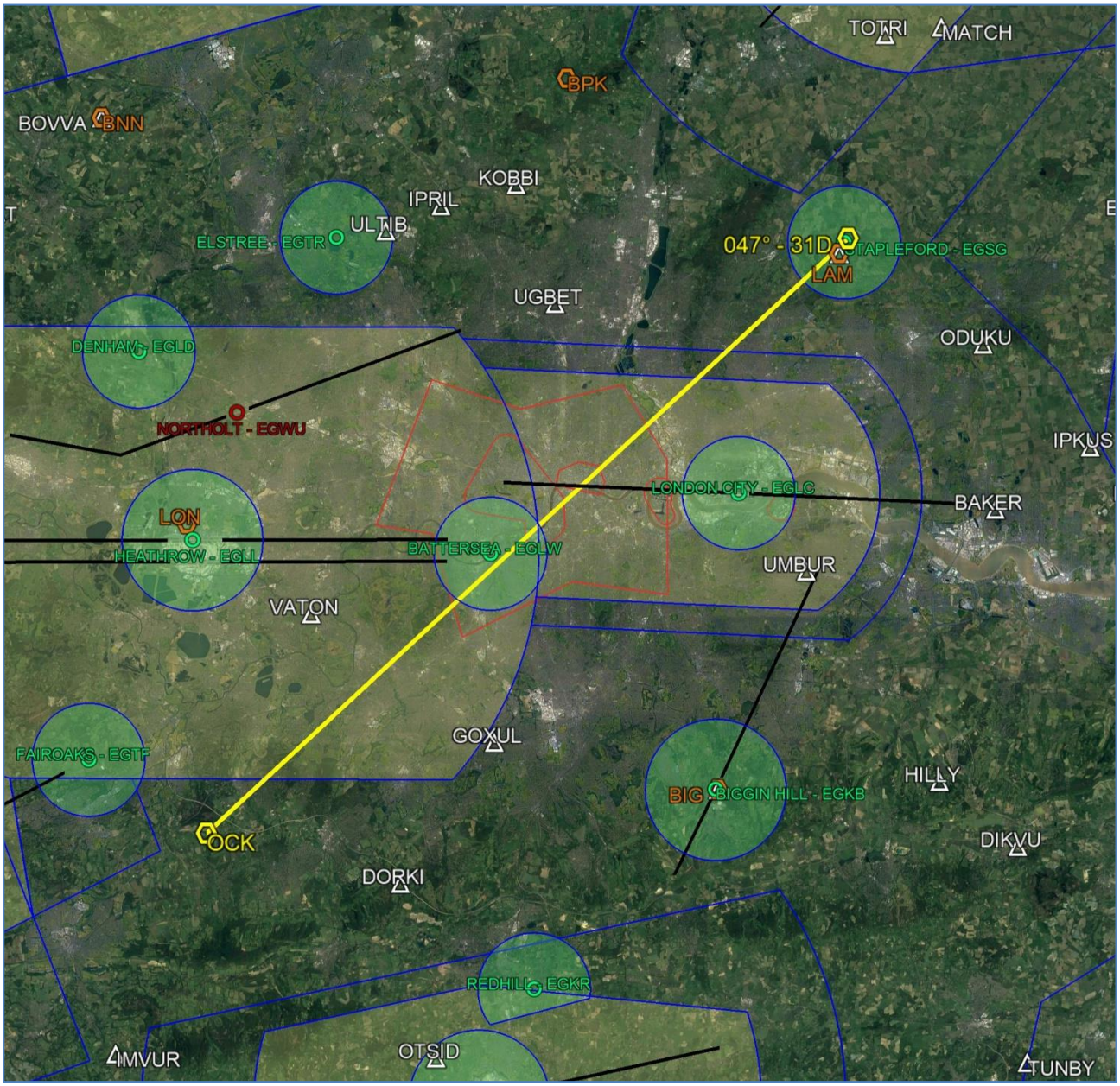


Chart 9 – Serial A5 – FL100

R002 to 30D

(RNAV Route Q3 OCK-HEMEL)

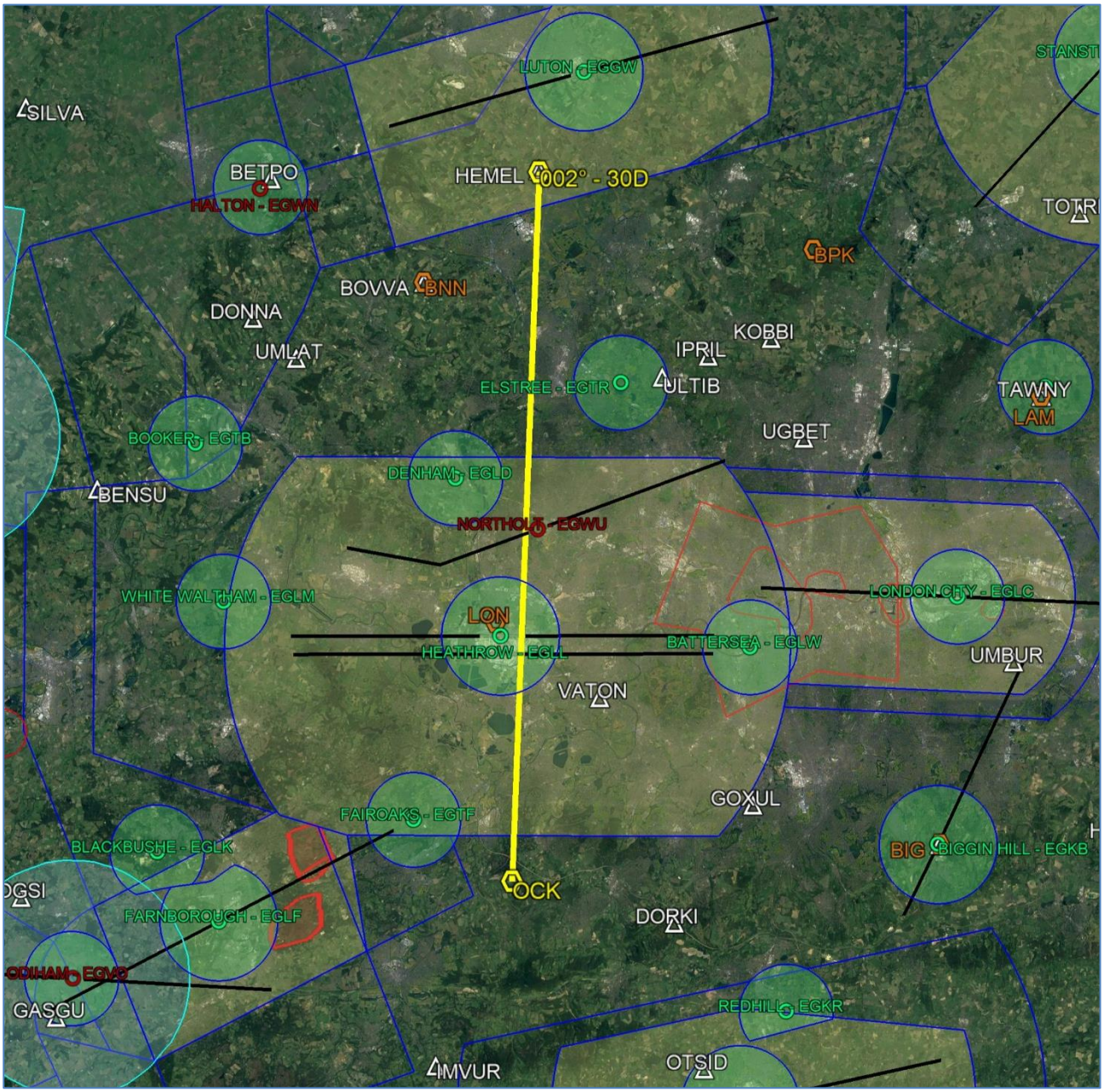
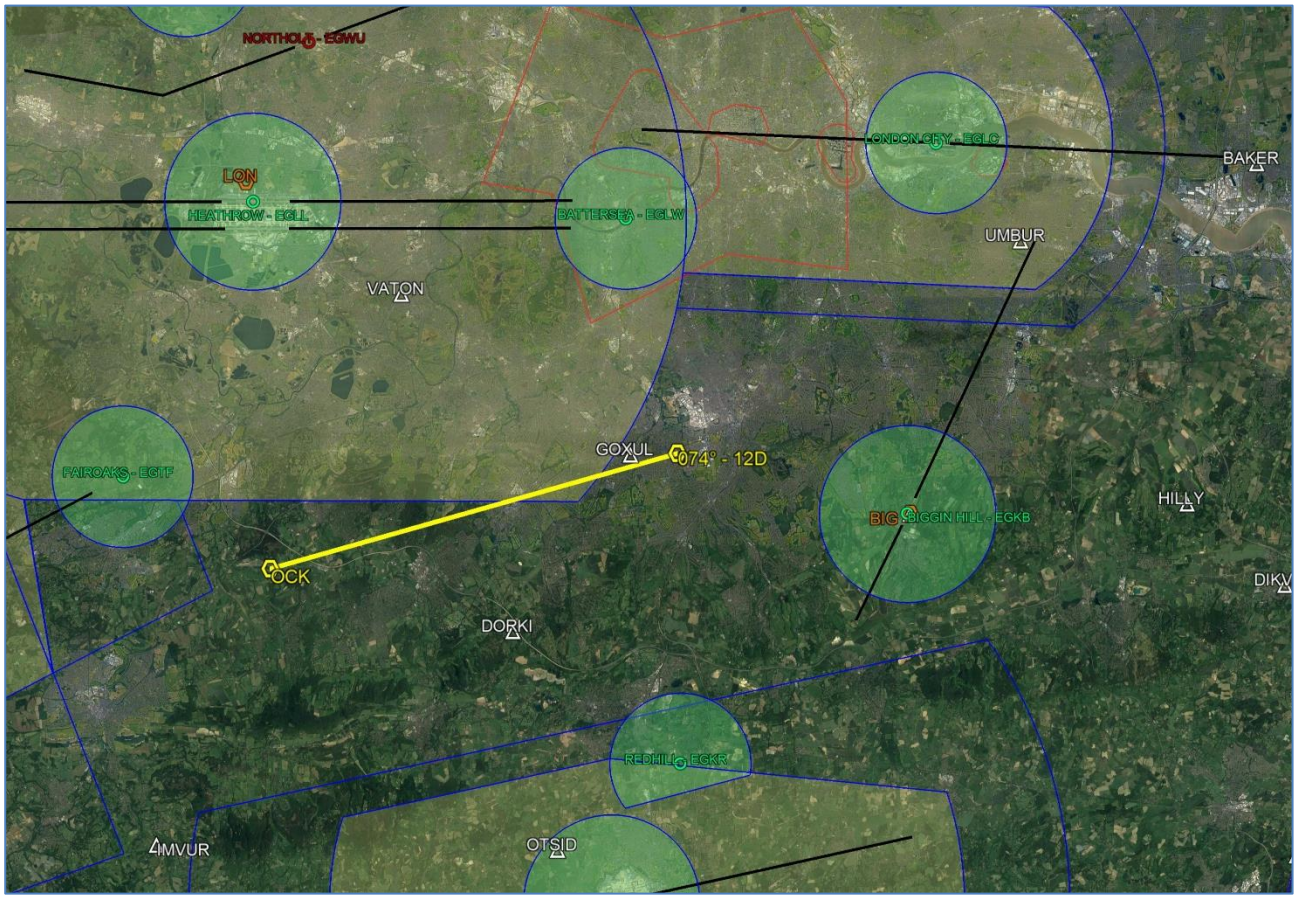


Chart 10 – Serial A6 – 7,000ft AMSL[3] (LL QNH)

R074 to 12D

(Heathrow Initial Approach Procedures ILS RWY 27L/27R – Without Radar Control)

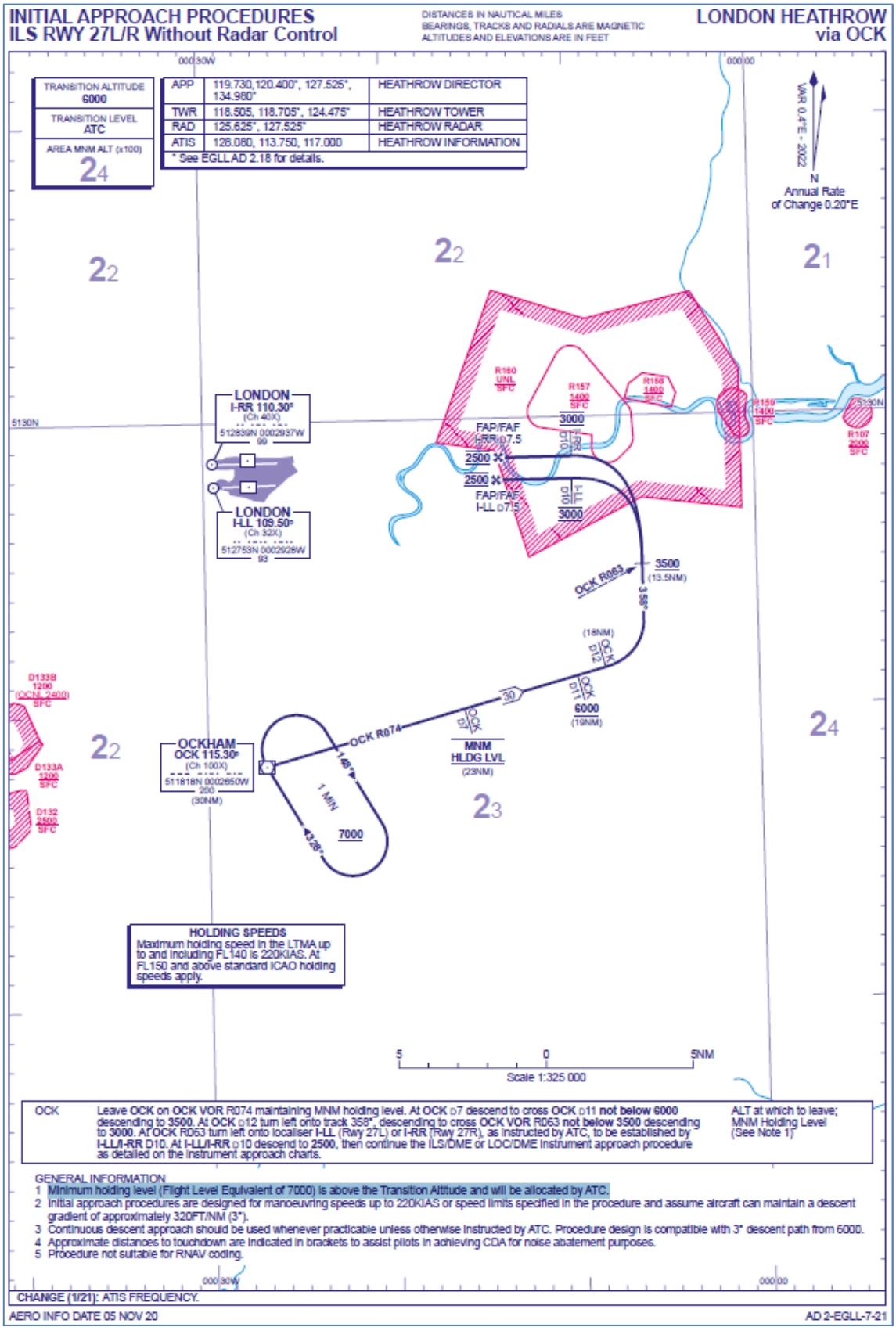


[3] See Para 20

Chart 11 – Serial A6 – 7,000ft AMSL[4] (LL QNH)

R074 to 12D

(Heathrow Initial Approach Procedures ILS RWY 27L/27R - Without Radar Control)



[4] See Para 20