

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-05-0320	1.0	20/05/2022	09/05/2022

## NAVAID CALIBRATION CLACTON (CLN) VOR/DME

### NDS

**Subject to NOTAM: No**

**Date(s) of activity/Validity:** **Times - ALL TIMES UTC<sup>1</sup>**

24<sup>th</sup> May 2022 – 30<sup>th</sup> November 2022 23:00 – 04:30 (22:00 – 03:30)

**Vertical Limits:** **Allocated Mode 3A (SSR):**

3,000ft – FL90 0024

**Aircraft Details:** **NDS Approved:**

Type: PA31  
Callsign: VOR01 (*FlightCal*) **Yes – Subject to the conditions in Section 2**

**Event Sponsor(s):** **Aircraft Operator(s):**

Richard Handford 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>
--	---

**ATS Units/  
Controlling Agencies:** **Geographical Limits:**

Southend 01702 538420 Swanwick LTC 02380 401110 Wattisham 01449 728234	
<b>Airspace Reservations:</b>	

EG D138D Shoeburyness 01702 383211
------------------------------------

**Departure/Destination Aerodrome(s)** **ACN Issued by:**

EGMC AS3

<sup>1</sup> **AIS Temporal Reference System:** Daylight saving time is UTC plus 1 hour. The expression "summer period" indicates that part of the year in which "daylight saving time" is in force. The other part of the year is named the "winter period". Times applicable during the "summer period" are given in brackets.

## **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 Clacton (CLN) VOR/DME.

16. **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.

17. **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.

18. **Time.** The sponsor is able to commence the calibration earlier than notified on page one of this ACN, with the agreement of the TC Operations Supervisor.

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	3,000ft	2 x Orbits London QNH
A2	R071 to 53D (RNAV Route L620 CLN-REDFA)	FL90	
A3	R108 to 38D (RNAV Route L608 CLN-SUMUM)	FL90	
A4	R283 to 86D (ATS Route L608 CLN-DTY)	FL90	
A5	R262 to 19D (RNAV Route P44 CLN-BRAIN)	FL90	

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

21. **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.

22. **Air Traffic Service (ATS) Provision – Controlled Airspace (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. Southend               | 130.780 MHz       |
| b. Swanwick LTC           | <i>On Request</i> |
| c. Wattisham <sup>2</sup> | 125.800 MHz       |

24. Availability of an ATS 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. **Southend.** In addition to the details published in the UK AIP (AD2-EGMC), Southend may be subject to reduced manning operations in the period 21:00 - 05:30 UTC and radar services may be replaced by procedural services. Should the unit close, the associated CAS will be deactivated (by NOTAM) and the sponsor should contact Southend ATC in advance to discuss their requirements. **NOTE:** Whilst approach (radar or procedural) may be closed, the Tower may still be manned, and the ATZ active.

---

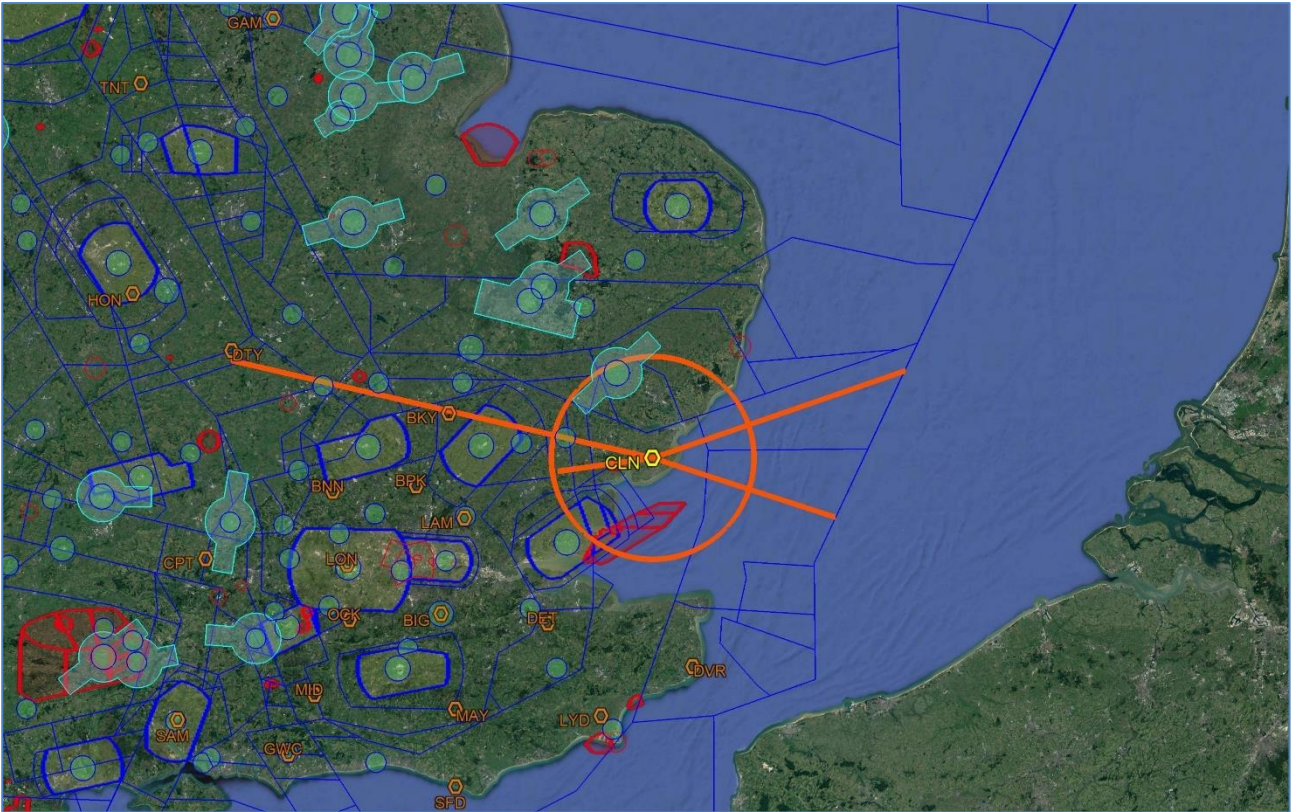
<sup>2</sup> Wattisham are not routinely open overnight, however when night flying takes place, the sponsor is strongly encouraged to contact Wattisham Approach for a MATZ crossing service as local helicopters often operate without lights. Planned opening hours can be obtained in advance from ATC.

### SECTION 3

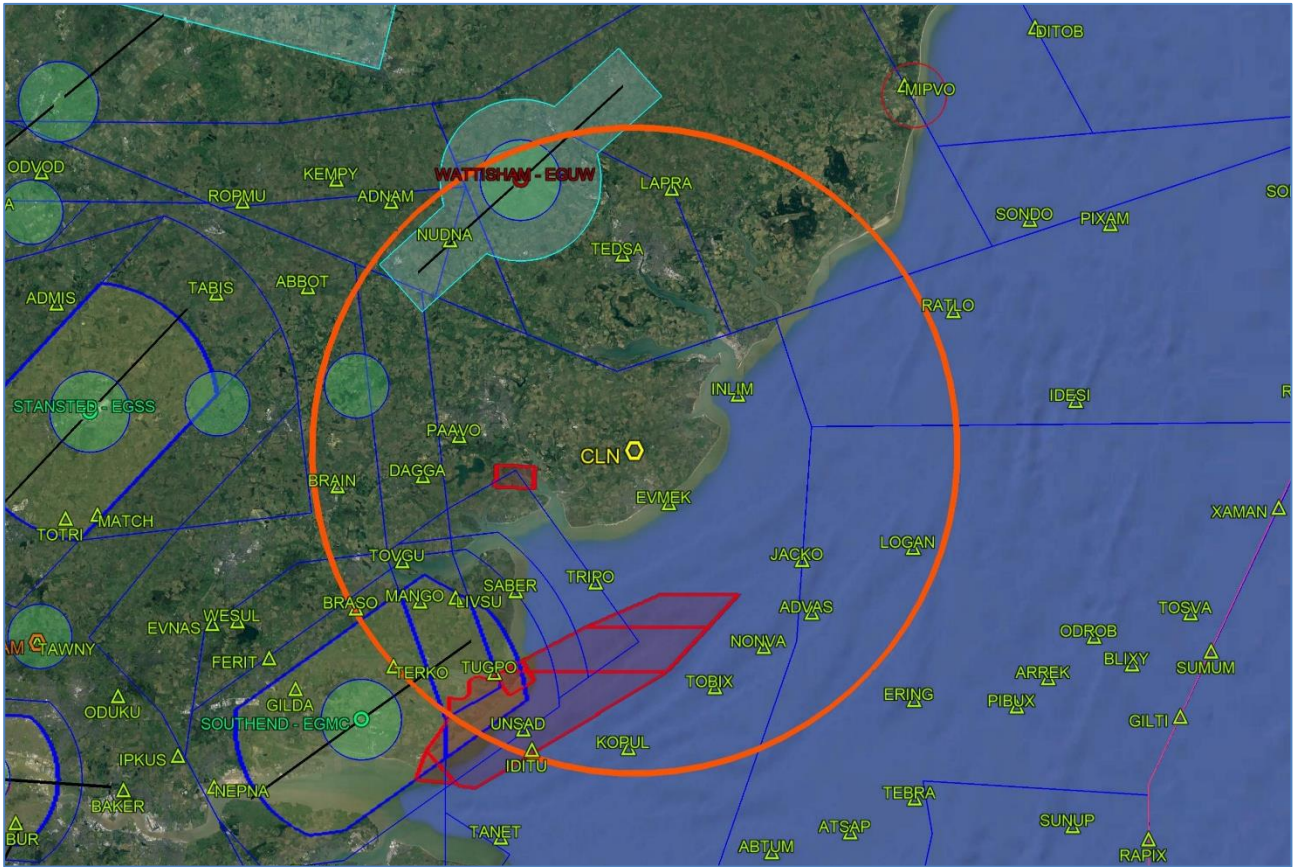
#### Area of Operation

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

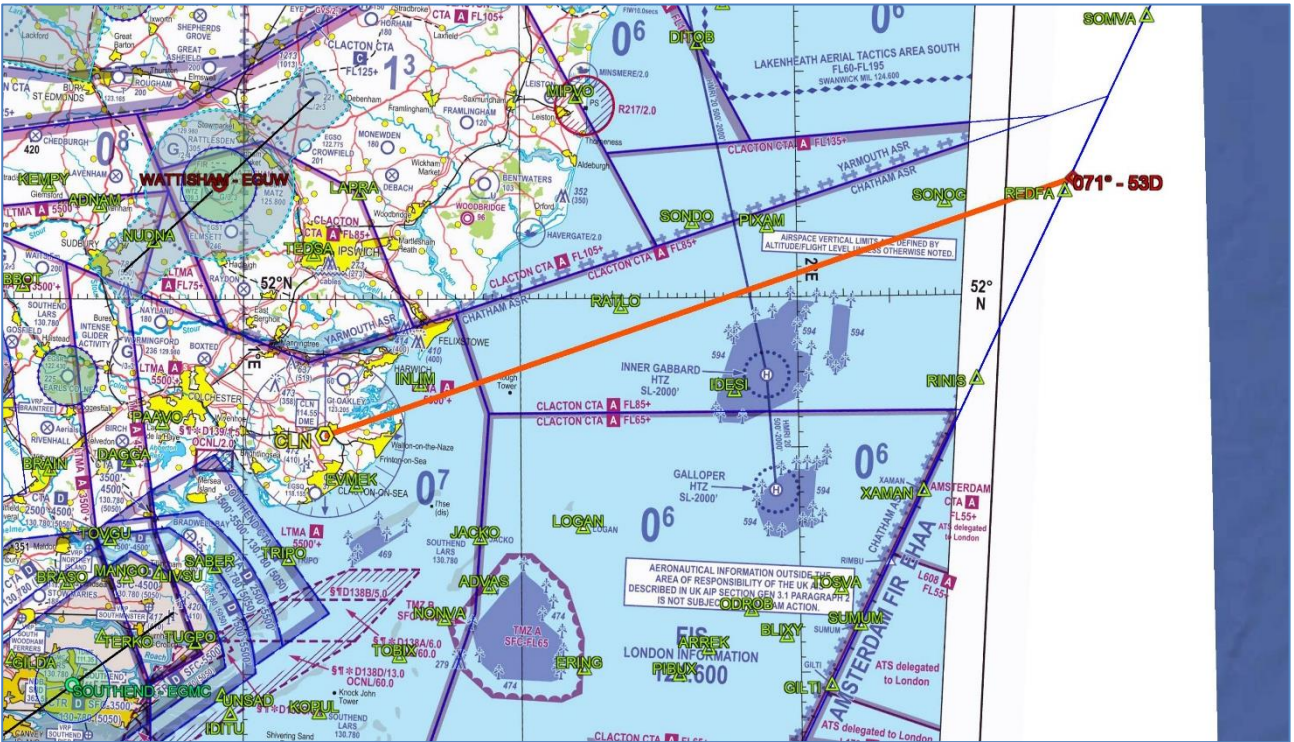
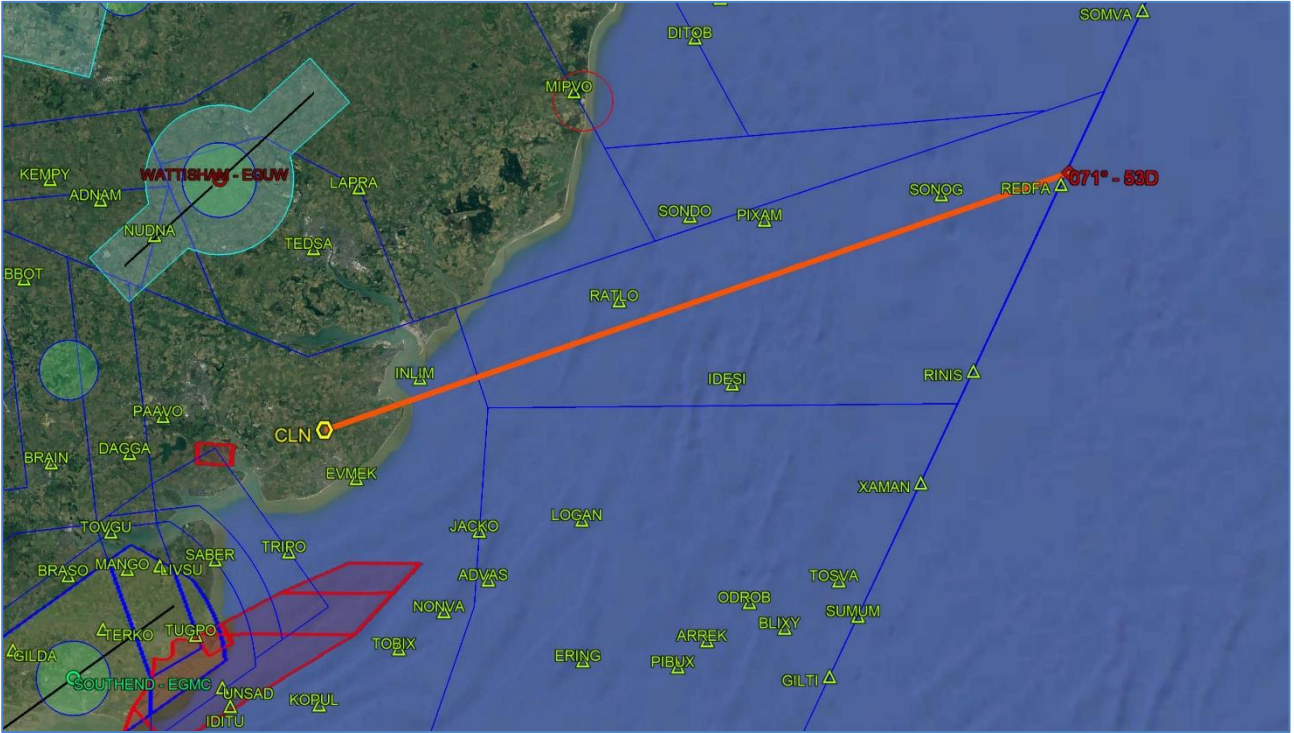
Chart 1 – Overview



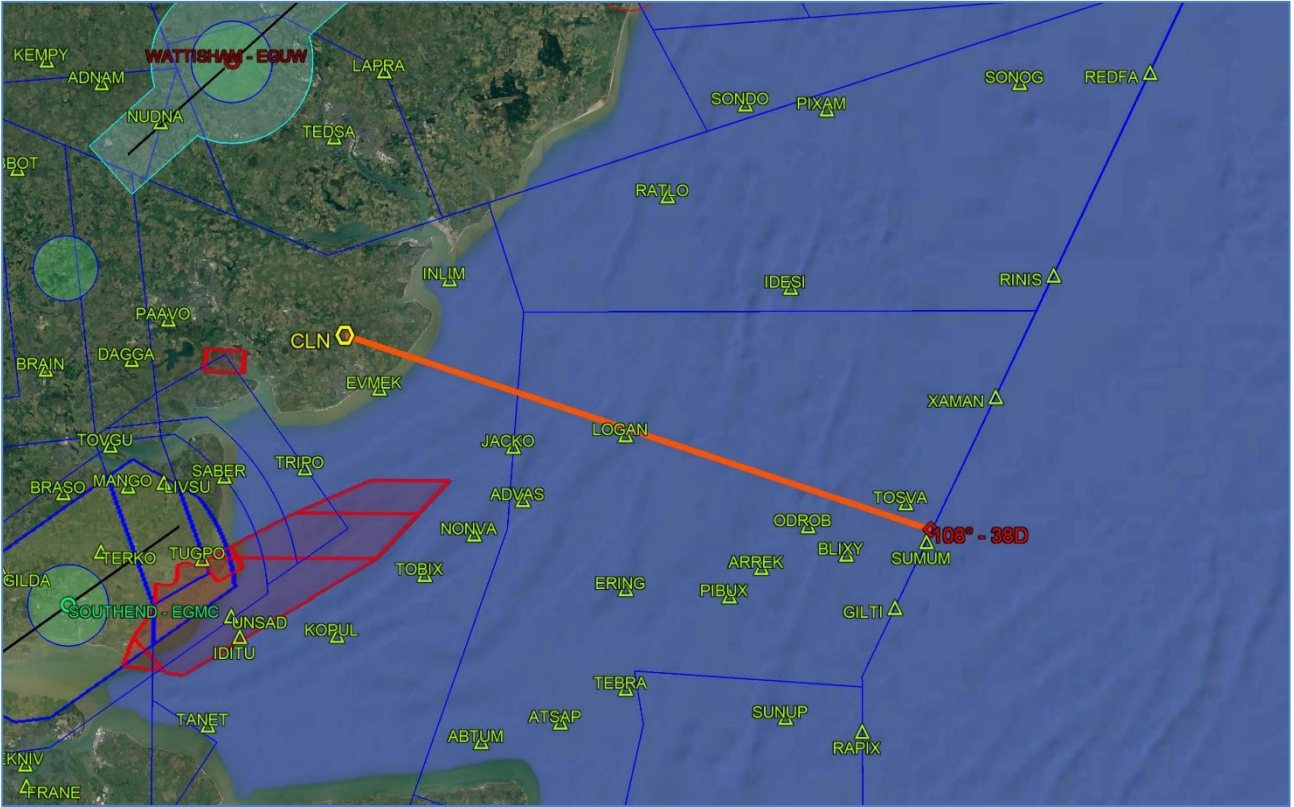
Charts 2 & 3 – Orbit  
3,000ft London QNH



Charts 4 & 5 – Serial A2  
FL90

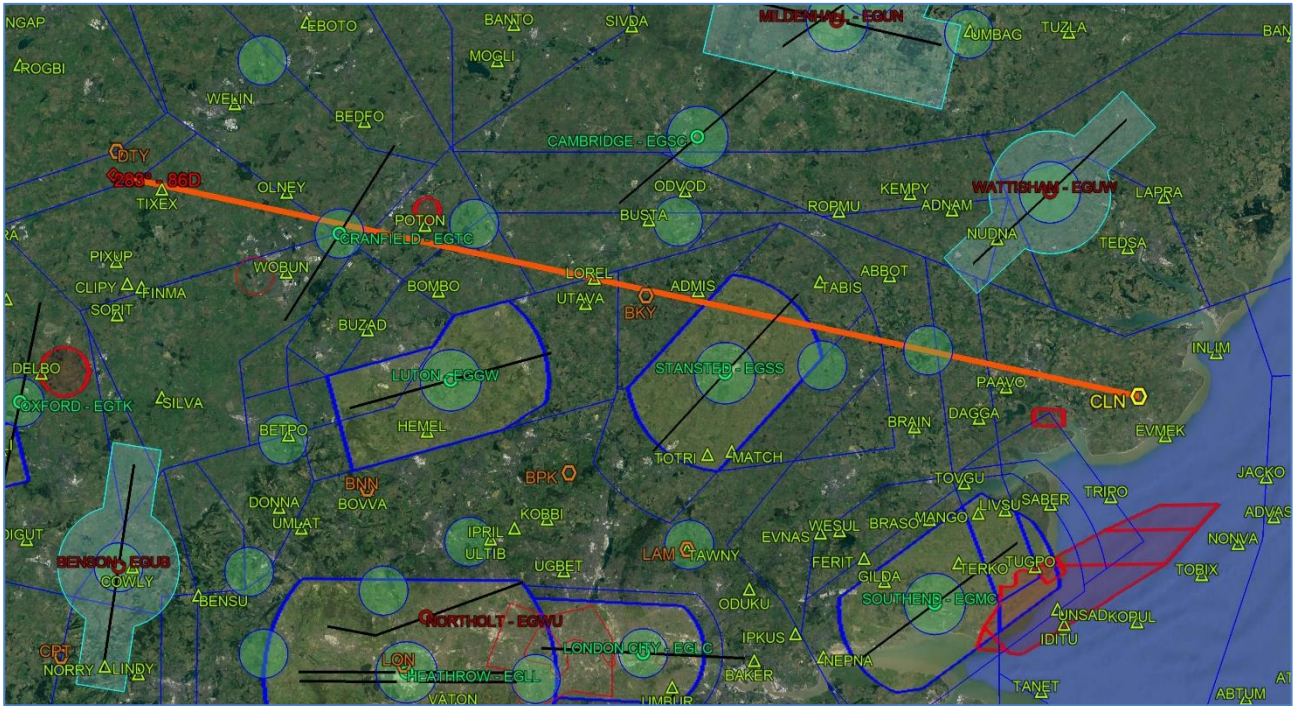


Charts 6 & 7 – Serial A3  
FL90





Charts 8 & 9 – Serial A4  
FL90



Charts 10 & 11 – Serial A5  
FL90

