

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-10-0022	1.0	22/09/2022	12/09/2022

NAVAID CALIBRATION ISLE OF MAN VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

01st October 2022 – 30th April 2023

Times - ALL TIMES UTC¹

07:00 – 17:00 (08:00 – 18:00)

Vertical Limits:

3,000ft AMSL – FL80

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: PA31
Callsign: VORxx

NDS Approved:

Yes – Subject to the Conditions in Section 2

Event Sponsor(s):

NATS CTC (Attn: Richard Handford)
4000 Parkway,
Whiteley,
Fareham,
PO15 7FL
01489 615365
Richard.Handford@nats.co.uk

Aircraft Operator(s):

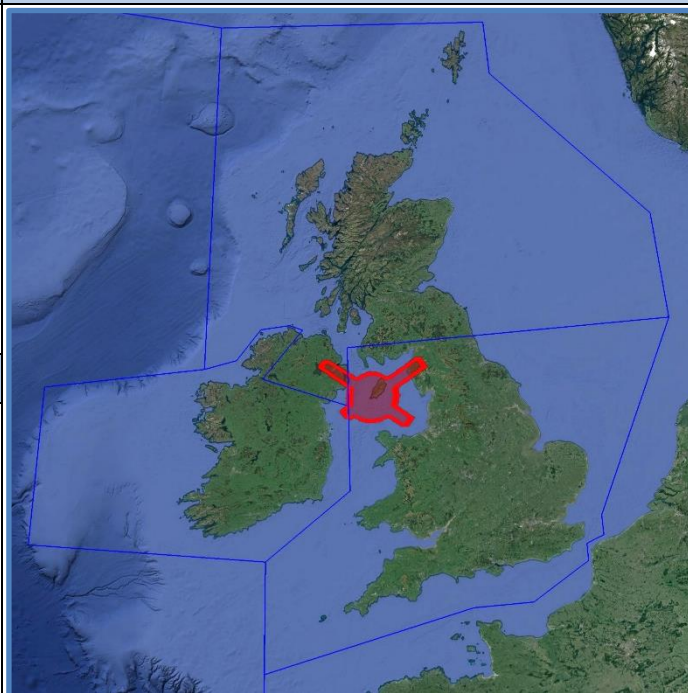
Flight Calibration Services (Attn: Chris Tutt)
Calibration House
17-19 Cecil Pashley Way
Shoreham Airport
Shoreham-by-Sea
West Sussex
BN43 5FF
01243 538245
operations@flight-cal.com

**ATS Units/
Controlling Agencies:**

Belfast / Aldergrove	028 9448 4292
Dublin ACC	+353184445962
Isle of Man	01624 827548
Prestwick ACC	01294 655300
Warton	01772 852392

Info: Belfast City

Geographical Limits:



Airspace Reservations:

Nil

Departure/Destination Aerodrome(s)

EGNS

ACN Issued by:

AS3

¹ **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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct a routine calibration of the Isle of Man (IOM) VOR/DME.

16. **This ACN replaces ACN 2018-05-0032.**

17. This ACN does not constitute permission to operate within the Shannon FIR. The sponsor is responsible for obtaining the appropriate approvals and permissions for this airspace.

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

19. For notifying flights within the Shannon FIR, or flight within airspace delegated to Shannon/Dublin, the sponsor is requested to contact the Station Manager at Dublin in the first instance (+353 1 844 5962).

20. **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.

21. **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 EGNS
A2	R055 to 64D (IOM to DCS – not a published Airway)	6,000ft	
A3	R126 to 46D (RNAV Route L10 IOM-WAL)	FL80	
A4	R307 to 63D (RNAV Route L10 IOM-BELZU)	FL60	
A5	R238 to 32D (RNAV Route Y911 IOM-BOYNE)	FL80	
A6	RWY 08 VOR/DME Instrument Approach Procedure	3,000ft	

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

23. **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.

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

- a. Isle of Man 135.905 MHz
- b. Warton 129.530 MHz

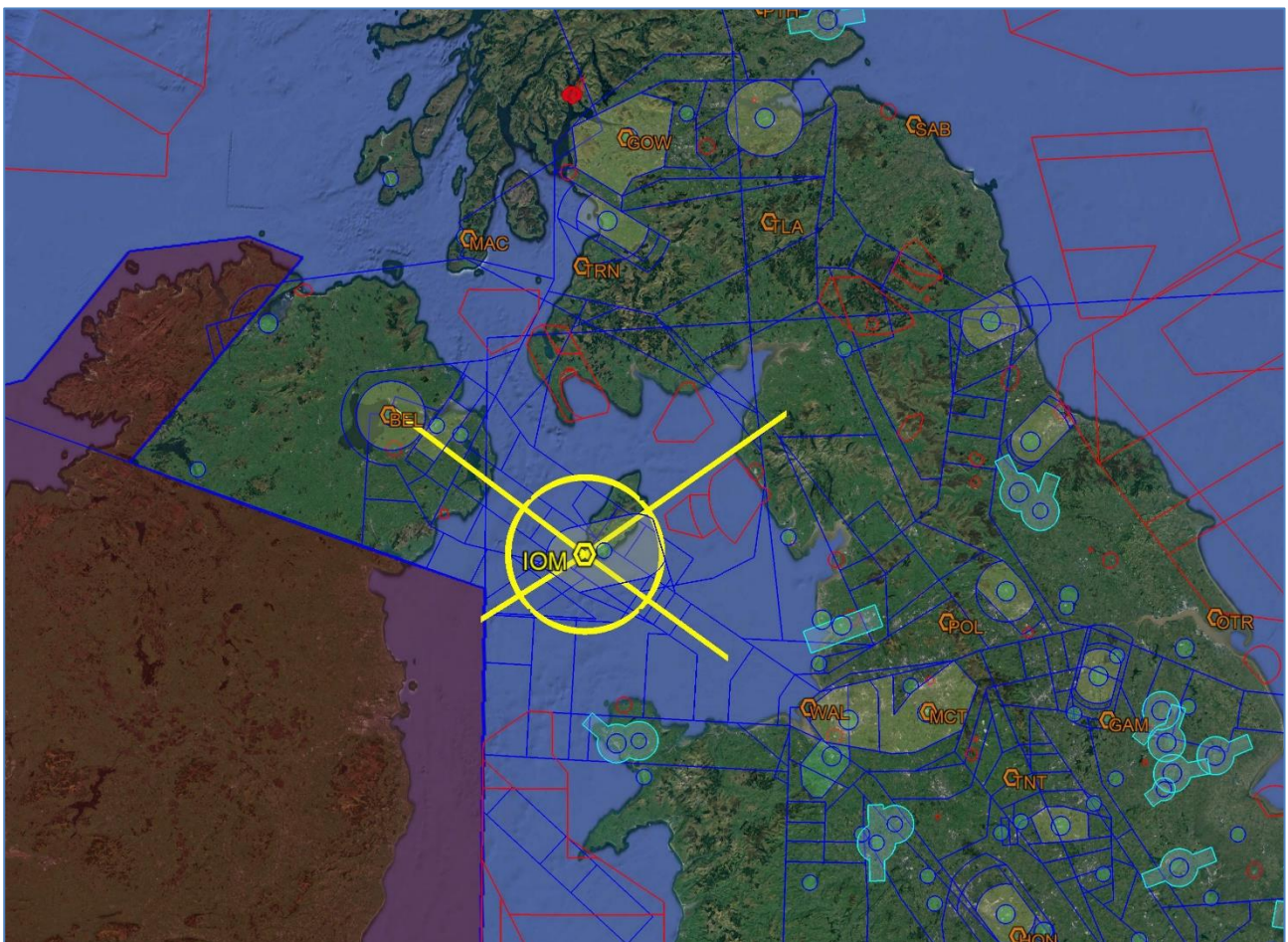
25. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM.

SECTION 3

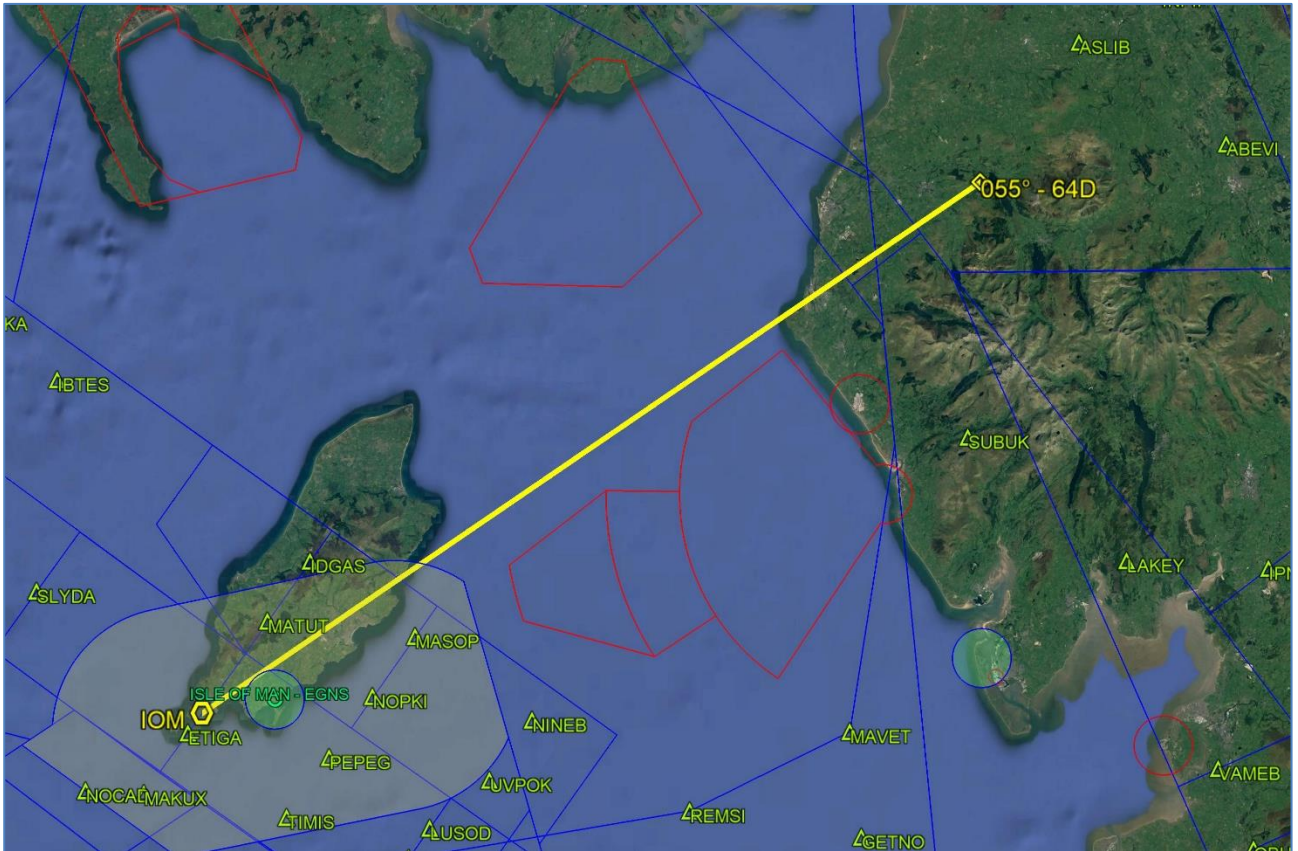
Area of Operation

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 4 & 5 – Serial A2
6,000ft AMSL (NS QNH)



Charts 8 & 9 – Serial A4
FL60

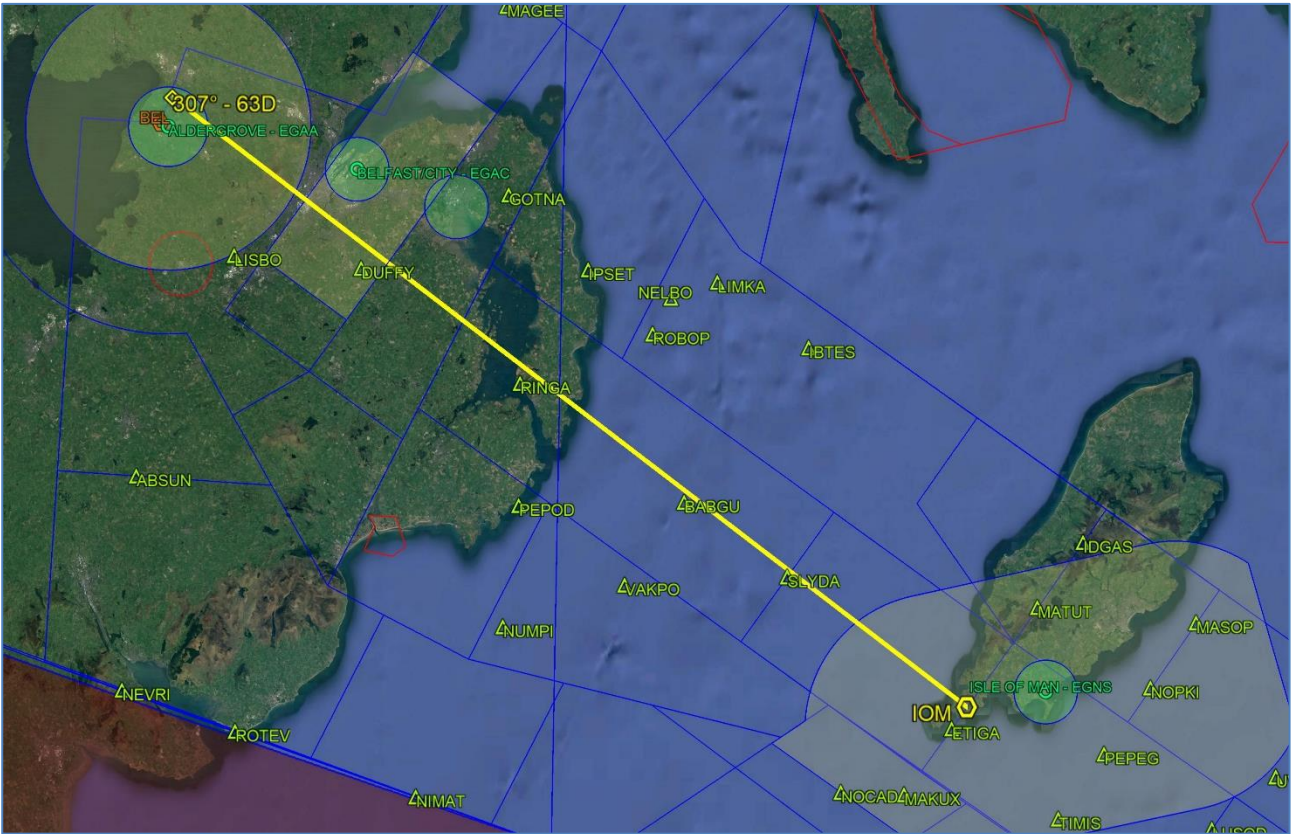
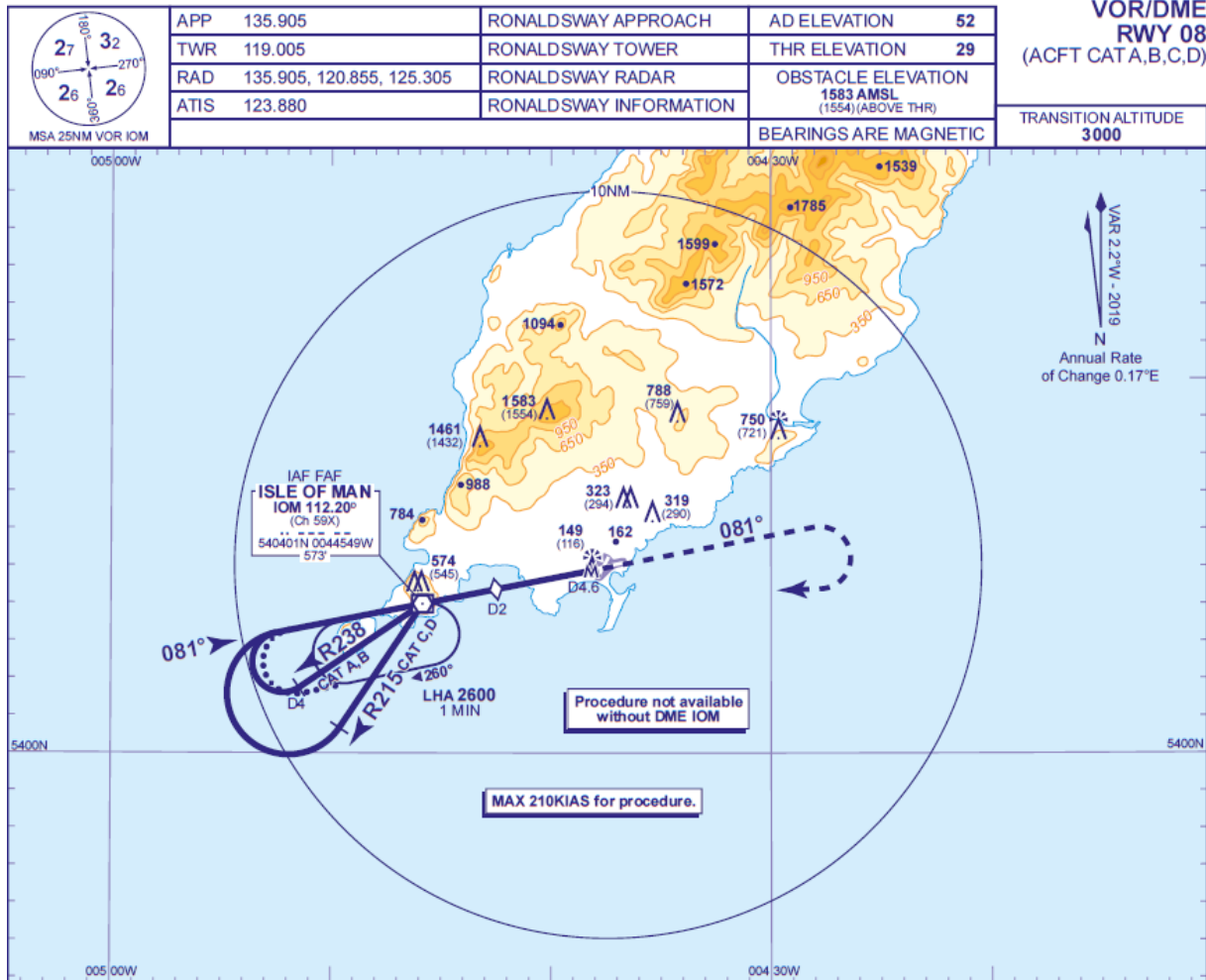


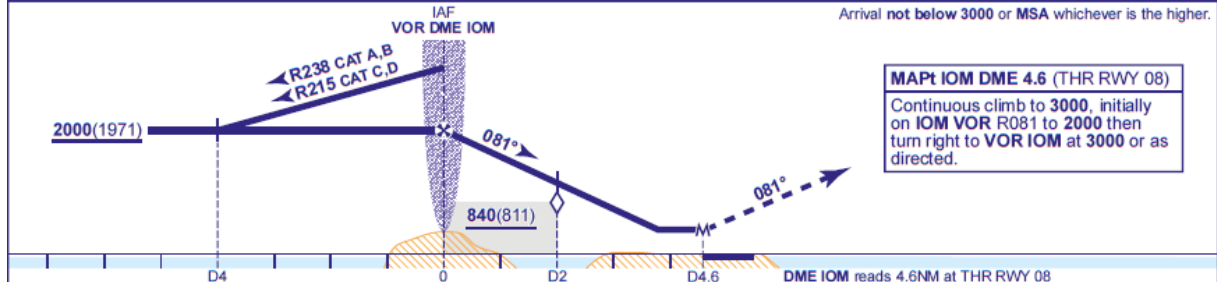
Chart 12 – Serial A6
3,000ft (NS QNH) and Below

INSTRUMENT APPROACH CHART - ICAO

**ISLE OF MAN
VOR/DME
RWY 08**
(ACFT CAT A,B,C,D)



RECOMMENDED PROFILE Gradient 6.81%, 414FT/NM				
DME IOM	IOM VOR	1	2 (SDF)	3
ALT(HGT)	2000(1971)	1590(1561)	1170(1141)	760(731)



Aircraft Category	Procedure	A	B	C	D	Rate of descent	G/S KT							
		420(391)	420(391)	420(391)	420(391)		FT/MIN	160	140	120	100	80		
OCA (OCH)	Procedure	420(391)	420(391)	420(391)	420(391)		1100	970	830	690	550			
VM(C)OCA (OCH AAL)	Total Area	660(608)	760(708)	1980(1928)	1980(1928)									
	South of RWY 08/26	450(398)	550(498)	830(778)	990(938)									
	East of RWY 03/21	660(608)	670(618)	1190(1138)	1190(1138)									

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
From IOM VOR holding pattern, extend the outbound leg descending to 2000(1971). At IOM DME 4 turn right to intercept the FAT inbound. When established continue as for basic procedure.

NOTE 1 Aircraft will normally be required to hold not lower than 3000.
2 FAT offset 1° from RWY 08 C/L.

WARNING This procedure is based upon the VOR/DME IOM, which is situated 4.6NM west of the aerodrome. All ranges are relative to the VOR/DME IOM and **DO NOT PROVIDE RANGES TO THRESHOLD**. Terrain and obstacles are present in the vicinity of VOR/DME IOM, **DO NOT DESCEND BELOW PROCEDURE MINIMUM ALT/HGT**.

CHANGE (3/19): FREQUENCIES.