

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-10-0252	1.0	14/10/2022	14/10/2022

NAVAID CALIBRATION BIGGIN HILL ILS

NDS

Subject to NOTAM: No

Date(s) of activity/Validity: **Times - ALL TIMES UTC¹**

14th October 2022 – 31st October 2024 09:00 – 18:00 (08:00 – 17:00)

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

1,000ft – 3,300ft AMSL 0024

Aircraft Details: **NDS Approved:**

Type: DA62
Callsign: VORxx
Yes – Subject to the conditions in Section 2


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

NATS CTC (Attn: John Dyson)
4000 Parkway,
Whiteley,
Fareham,
PO15 7FL
John.DYSON@nats.co.uk

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

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

Biggin Hill 01959 578525
Swanwick LTC – SWA 02380 401110
Info: Farnborough, Southend



Airspace Reservations:

Nil

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

EGKA, EGKB 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 airspace and flight profiles required to facilitate a commissioning flight calibration of the new Runway 21 ILS at Biggin Hill (EGKB). **The calibration can only be conducted whilst the aerodrome is open.**

16. **This ACN is a replacement of ACN 2021-03-0209.**

17. **Notification.** 5 working days prior to the planned calibration, the sponsor shall inform the following agencies of the flight and its anticipated timings:

a. Biggin Hill ATC

i. Phone 01959578525

Email satco@bigginhillairport.com

b. Southend

i. Phone 01702538420

Email LSAAirTraffic@southendairport.com

c. Swanwick ATM Procedures

i. Phone 01489 444 181

Email 1allATCprocedures@nats.co.uk

18. 24 hours prior to the calibration, the sponsor/operator is responsible for contacting the ATS agencies on the front page to confirm the serials and coordinate a suitable time to commence the calibration. The Sponsor/Operator is responsible for highlighting if any certain profiles must be done in a certain order.

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.

20. **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.

21. **ATS Provision – Outside CAS.** It is highly likely that the calibrator will remain with the same agency as when operating inside CAS. Due to the location of the activity (limits of CAS vs GA aircraft),

22. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations.

23. Profiles. The aircraft may require to conduct some, or all of the profiles below. The Radar Inspector or Captain shall inform ATC of the proposed run list prior to departure and ensure that any changes to the planned schedule are communicated at the earliest opportunity to ATC.

<u>Serial No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	Profile 14 – Slice starting from 12nm	1,000ft	Profile finishes at Threshold at 1,000ft.
A2	Profile 01 – Centreline approach from 12nm	3,300ft to 50ft	Profile finishes at Threshold at 50ft. Protection required from 5nm.
A3	Profile 12 - Top Edge – starting from 6nm	1,800ft to 200ft	Profile finishes 0.5 nm from Threshold at 200ft.
A4	Profile 13 - Bottom Edge – starting from 6nm	1,500ft to 200ft	Profile finishes 0.5 nm from Threshold at 200ft.
A5	Profile 14 – Slice – Upper Phase - starting from 12nm	1,000ft	Profile finishes 1.0 nm from Threshold at 1,000ft.
A6	Profile 14 – Slice – Lower Phase - starting from 12nm	1,000ft	Profile finishes 1.0 nm from Threshold at 1,000ft.
A7	Profile 14 – Slice – CLR off - starting from 12nm	1,000ft to Threshold	Profile finishes 1.0 nm from Threshold at 1,000ft.
A8	Profile 15 - 8° Left Slice from 9nm	1,000ft	Profile finishes 6.0 nm from Threshold at 1,000ft.
A9	Profile 16 - 8° Right Slice from 9nm	1,000ft	Profile finishes 6.0 nm from Threshold at 1,000ft.
A10	Profile 14 – Slice Width wide/Angle low from 12nm	1,000ft	Profile finishes 2.0 nm from Threshold at 1,000ft.
A11	Profile 14 – Slice Width narrow from 6nm	1,000ft	Profile finishes 2.0 nm from Threshold at 1,000ft.
A12	Profile 01 – Centreline GP High Alarm approach from 6nm	1,500ft to 200ft	Profile finishes 0.5 nm from Threshold at 200ft. Protection required from 5nm.
A13	Profile 01 – Centreline GP Low Alarm approach from 6nm	1,500ft to 200ft	Profile finishes 0.5 nm from Threshold at 200ft. Protection required from 5nm.
A14	Profile 04 – Part Orbit (40° off C/L) 6nm from Localiser	1,500ft	
A15	Profile 04 – Part Orbit (40° off C/L) 17nm from Localiser	2,000ft	
A16	Profile 04 – Part Orbit (15° off C/L) 25nm from Localiser	2,000ft	
A17	Profile 14 – Slice starting from 25nm	2,000ft to 1,000ft	Profile finishes at Threshold at 1,000ft.

SECTION 3

Area of Operation

24. Charts highlighting the area of operation are shown below. These are for illustrative purposes only and not for operational planning. **Please note that due to changing airspace constructs, the depiction of the base of CAS may not be accurately portrayed.**

Chart 1 – Serial A1
Profile 14 – 12nm to THLD – Maintaining 1,000ft



Chart 2 – Serial A2
Profile 14 – 12nm to THLD – 3,000ft to 50ft
Protection from 5nm

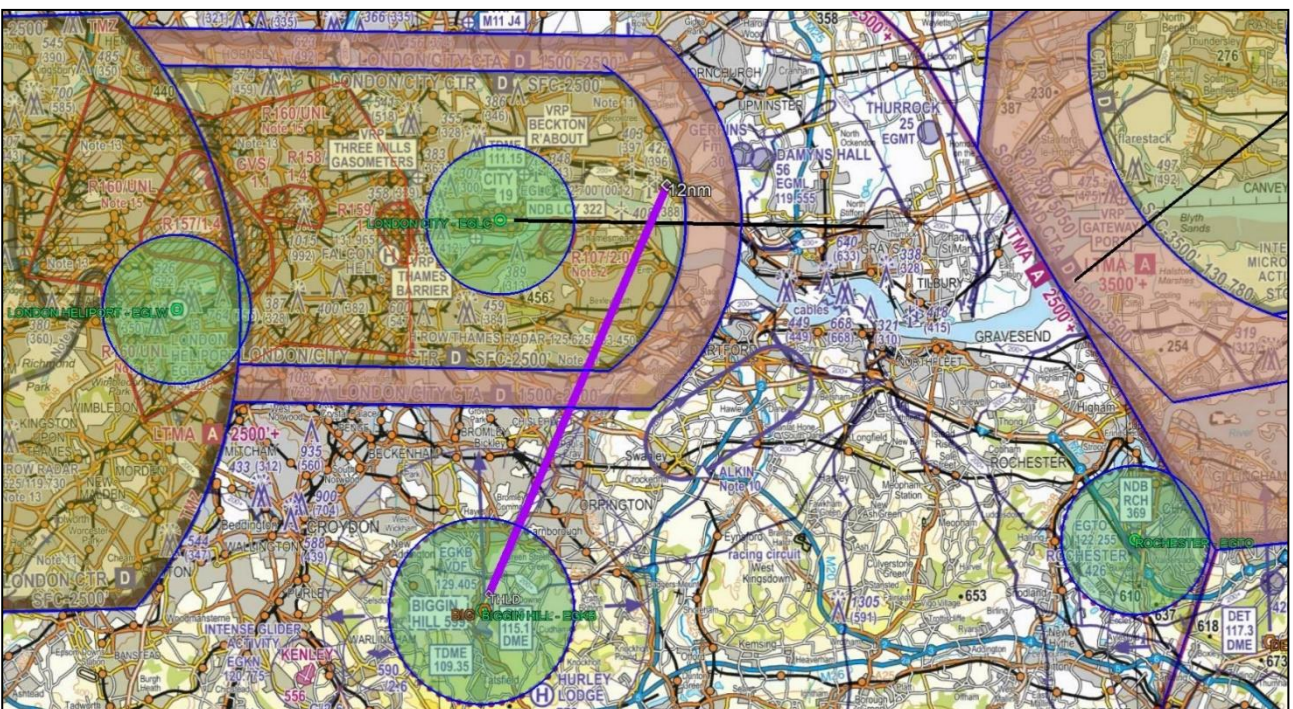


Chart 3 – Serial A3
Profile 12 – 6nm to 0.5nm – 1,800ft to 200ft



Chart 4 – Serial A4
Profile 13 – 6nm to 0.5nm – 1,500ft to 200ft

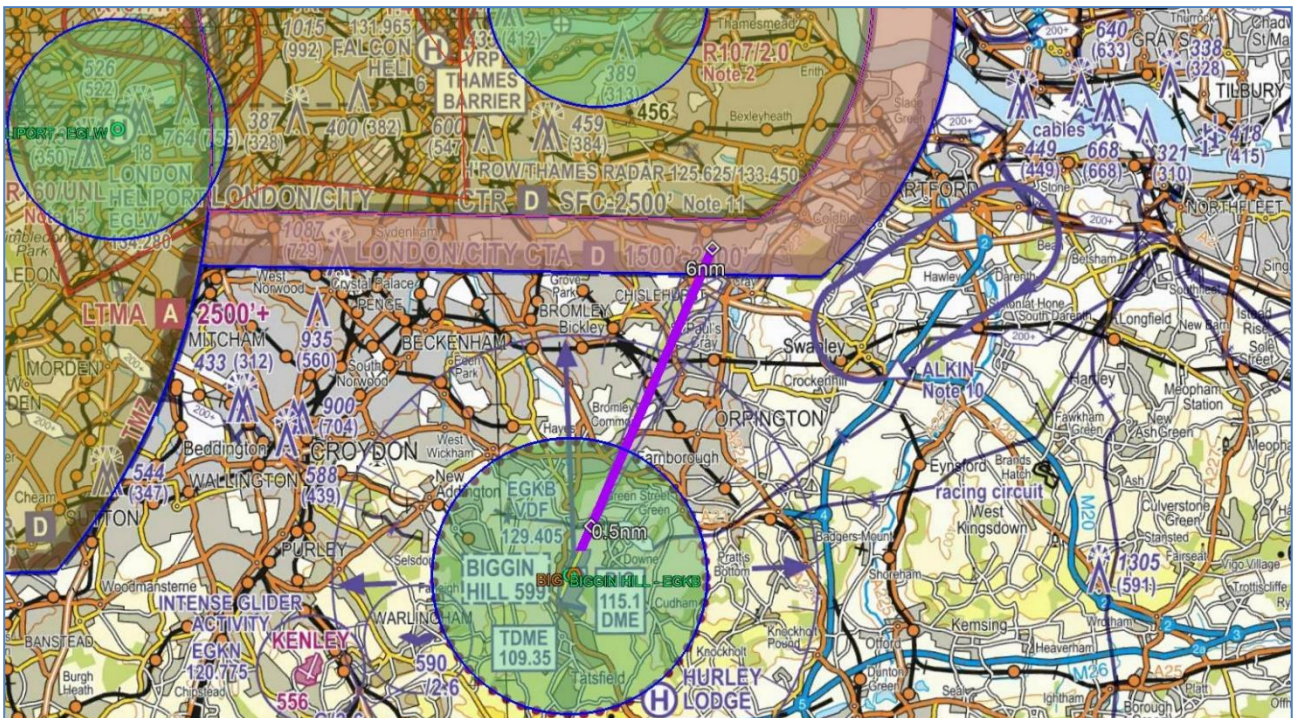


Chart 5 – Serials A5, A6, A7
Profile 14 – 12nm to 1nm – 1,000ft

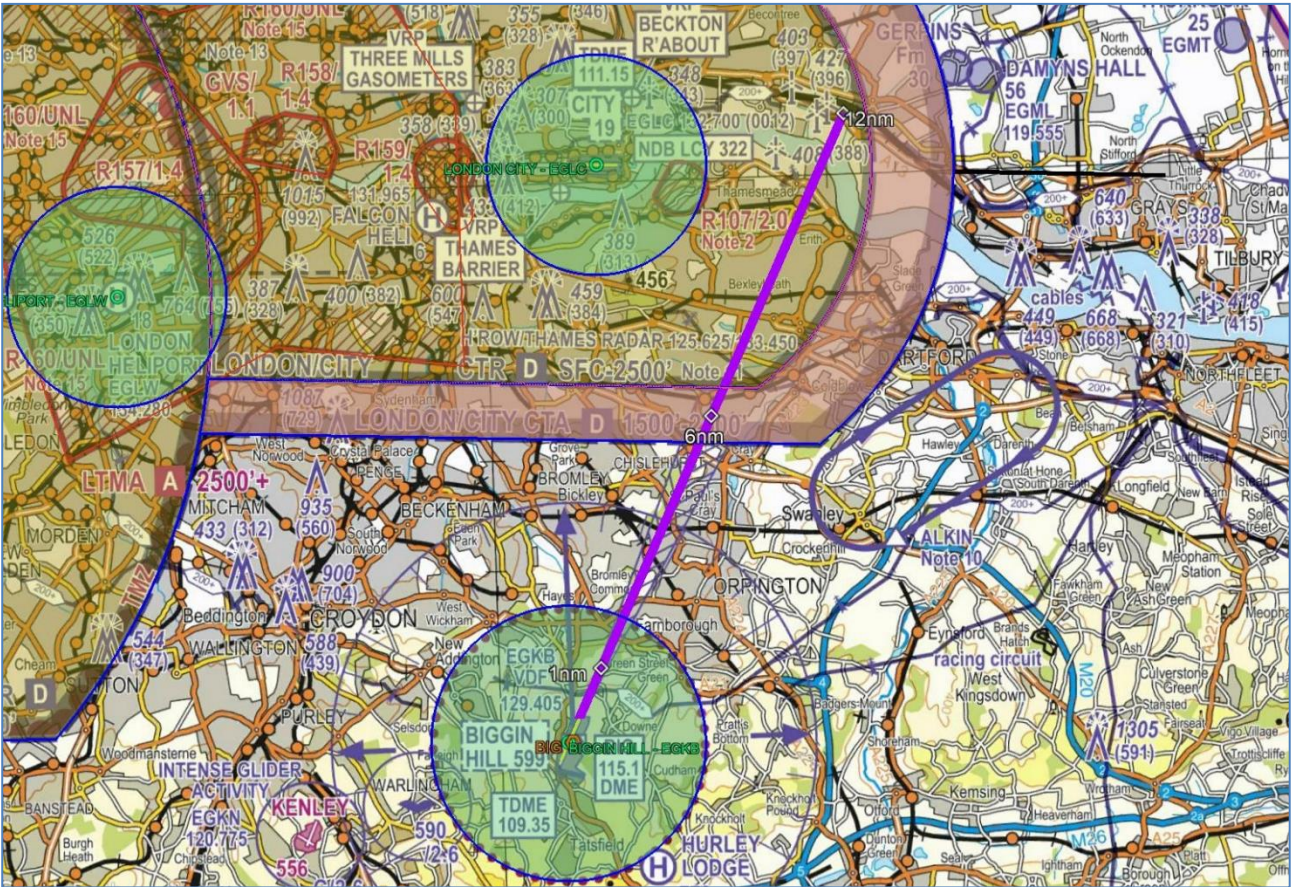


Chart 6 – Serials A8, A9
Profile 15 – 8° Left / 8° Right from 9nm to 6nm – 1,000ft

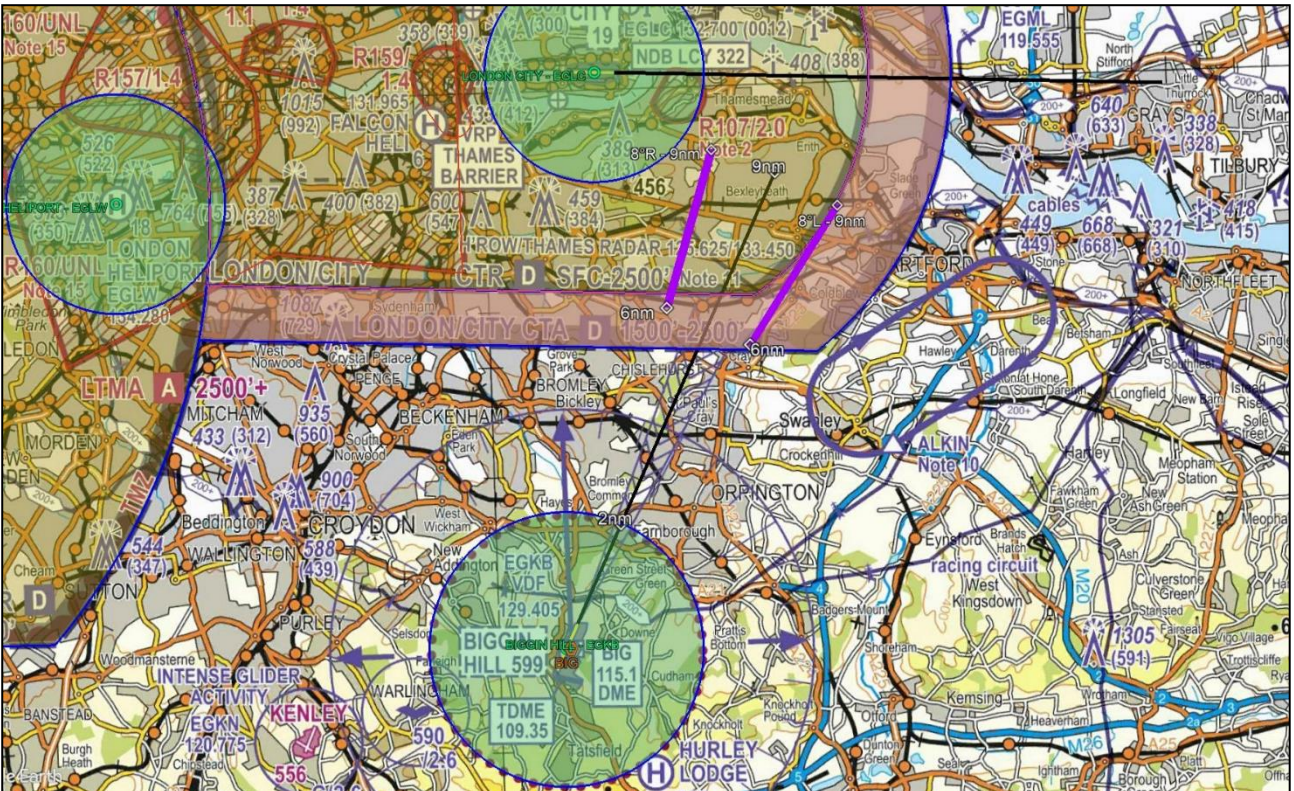


Chart 7 – Serial A10
Profile 14 – 12nm to 2nm – 1,000ft

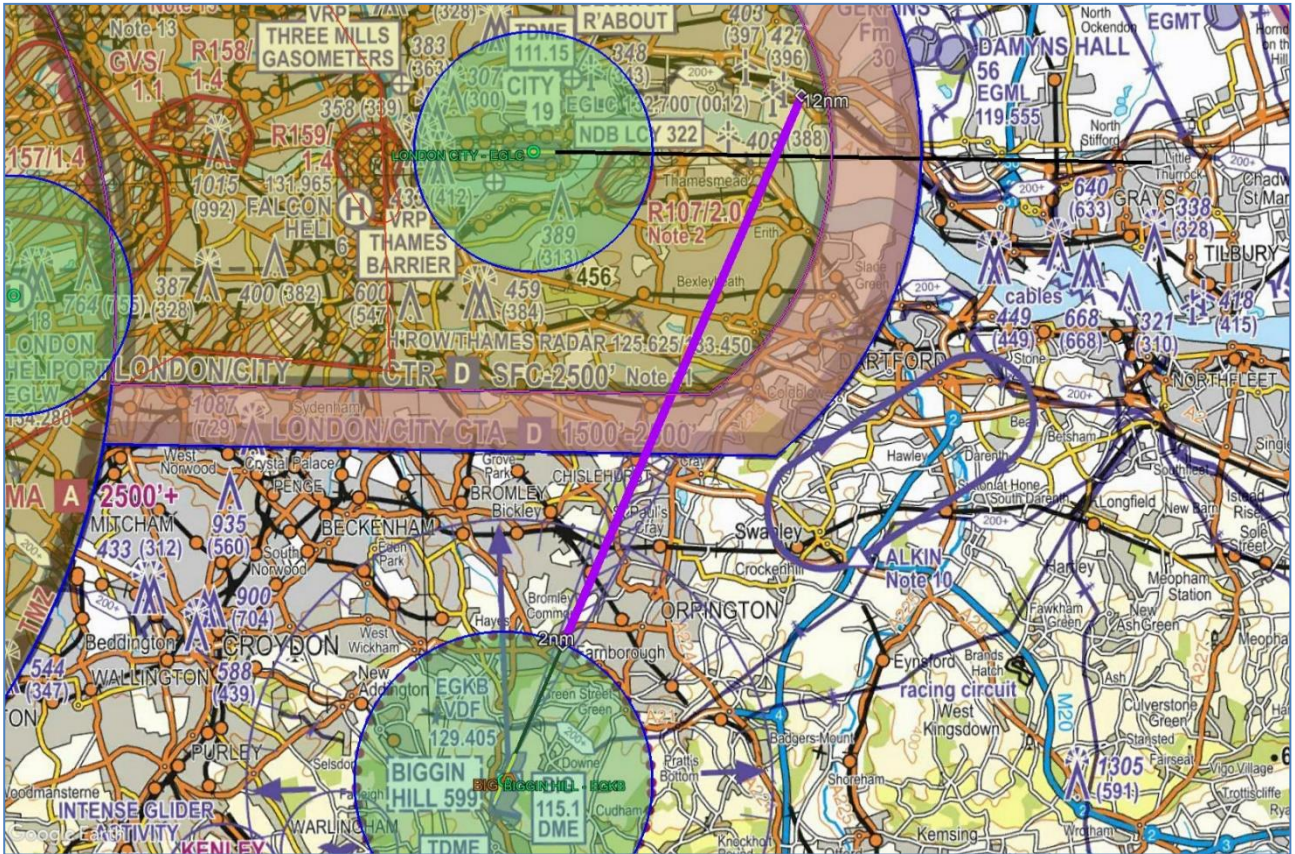


Chart 8 – Serial A11
Profile 14 – 6nm to 2nm – 1,000ft

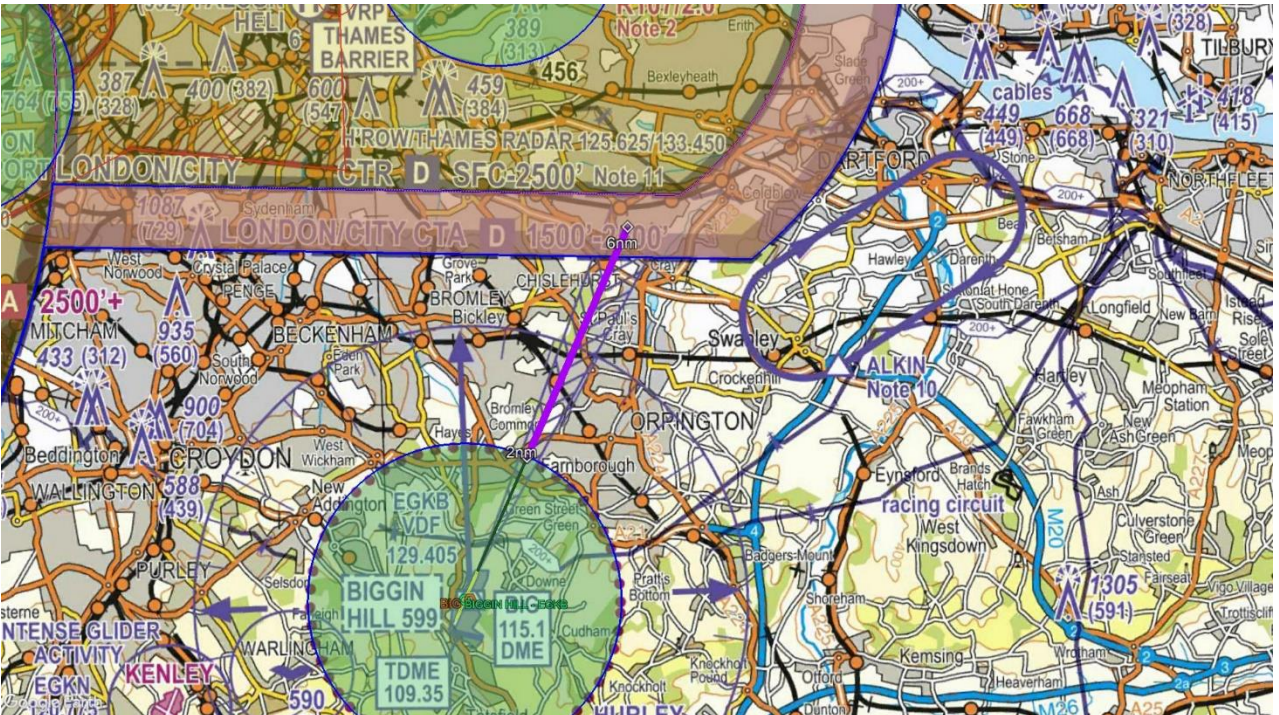


Chart 9 – Serials A12, A13
Profile 01 – 6nm to 0.5nm – 1,500ft to 200ft
Protection from 5nm

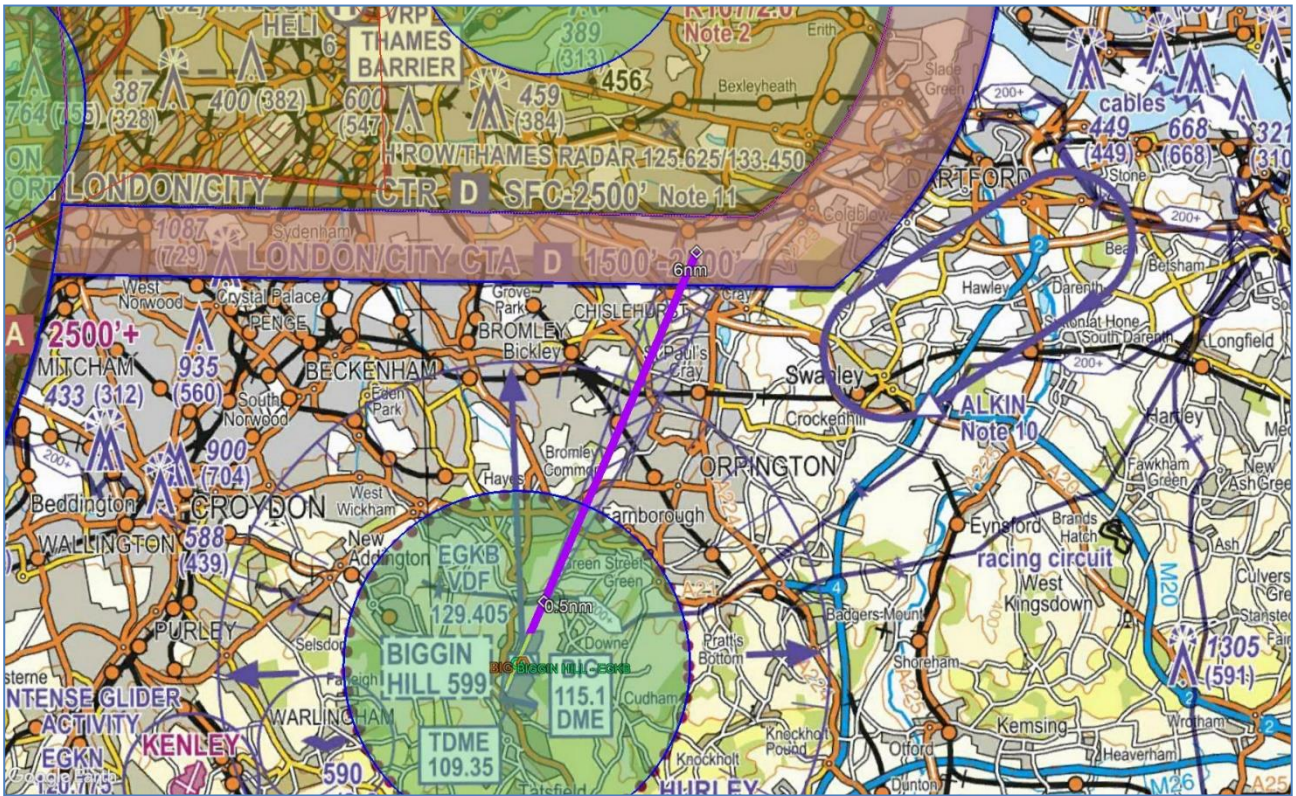


Chart 10 – Serials A14
Profile 04 – Partial 6nm Orbit – 40° Either side of C/L – 1,500ft

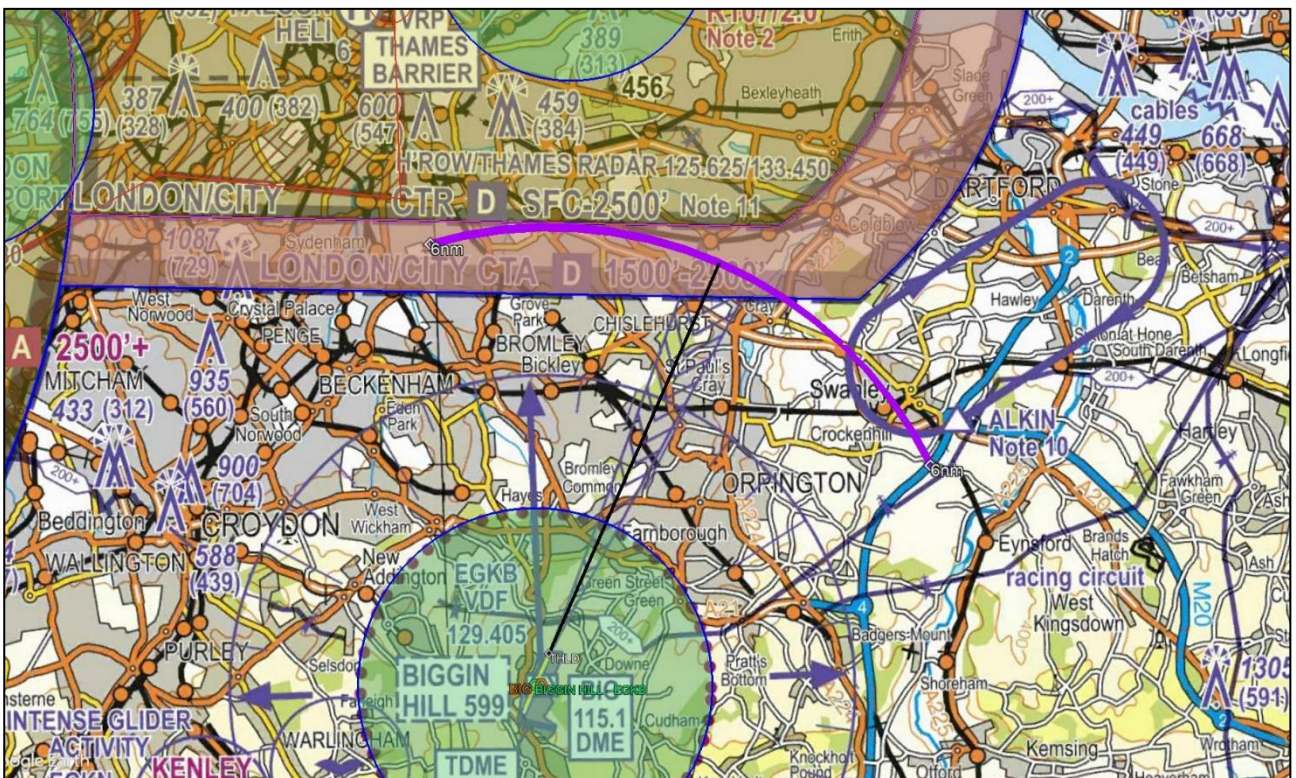


Chart 11 – Serials A15
Profile 04 – Partial 17nm Orbit – 40° Either side of C/L – 2,000ft

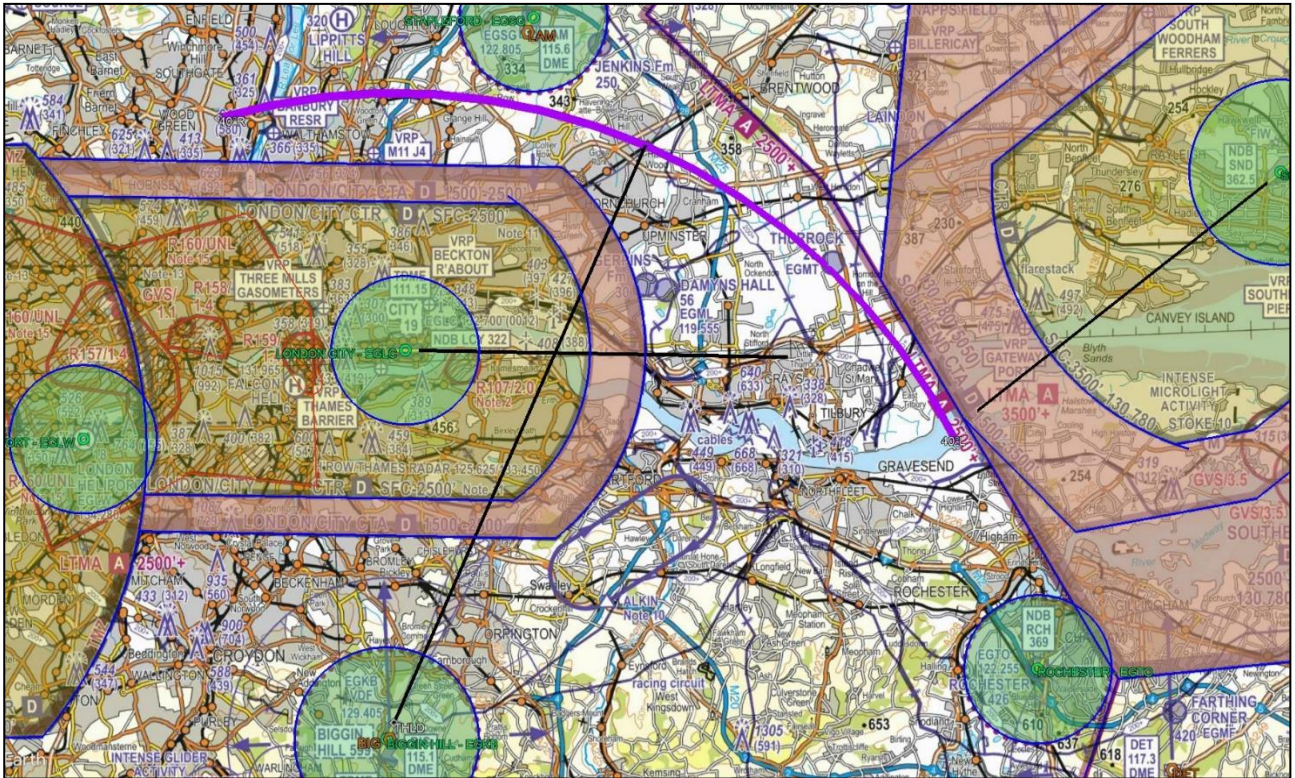


Chart 12 – Serials A16
Profile 04 – Partial 25nm Orbit – 15° Either side of C/L – 2,000ft

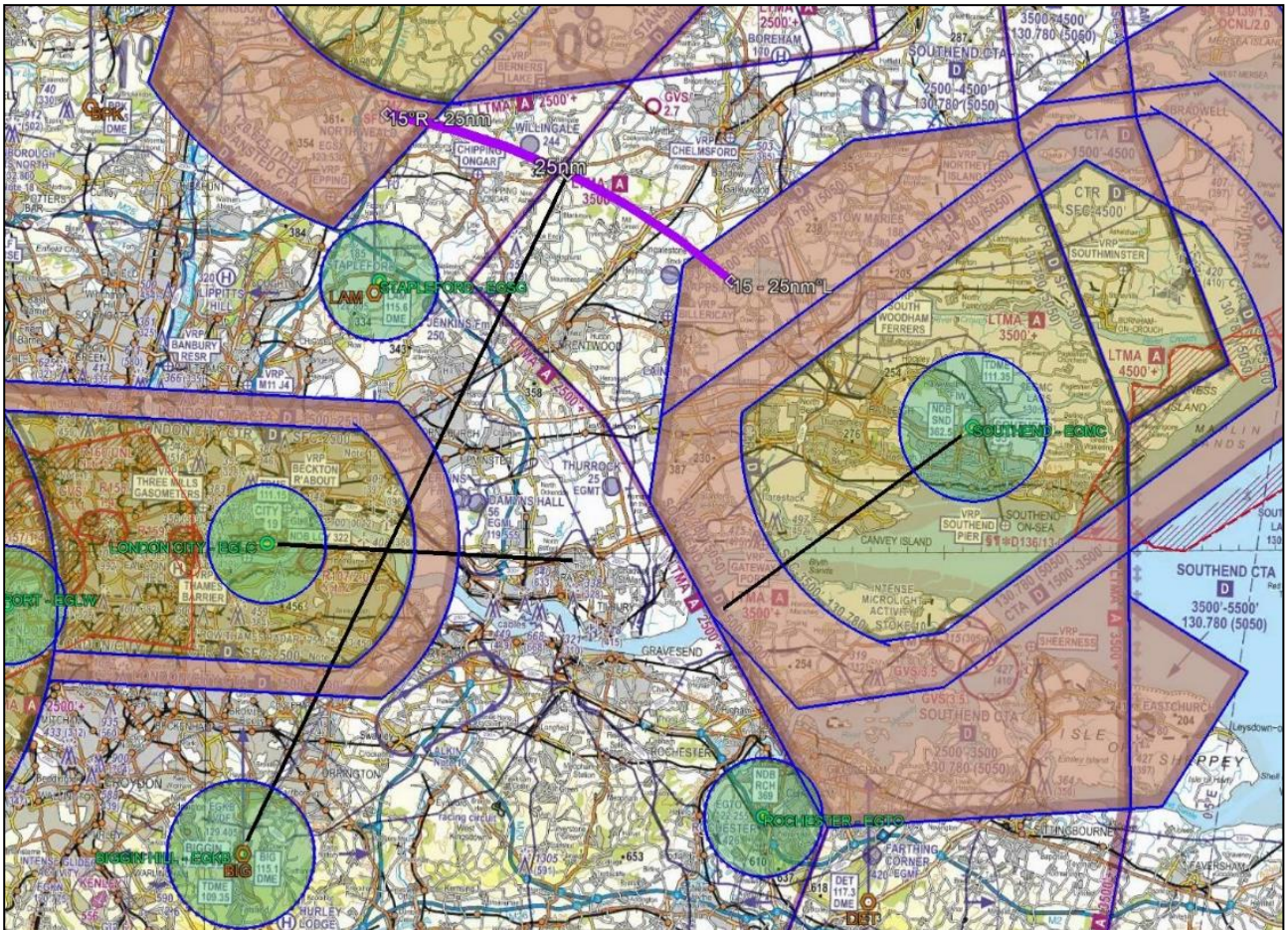


Chart 13 – Serials A17
Profile 14 – 25nm to THLD – 2,000ft to 1,000ft

