

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
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AR-2024-2134	1.0	11/04/2024	11/04/2024
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Civil Aviation Authority

NAVAID Calibration Biggin Hill DVOR FCSL

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**

1 Jun 24 – 31 Dec 24

Times

2100-0500z

Vertical Limits:

1800ft – 5000ft

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62
Callsign: FlightCal 02

NDS Approved:

Yes – See Section 2

Event Sponsor(s):

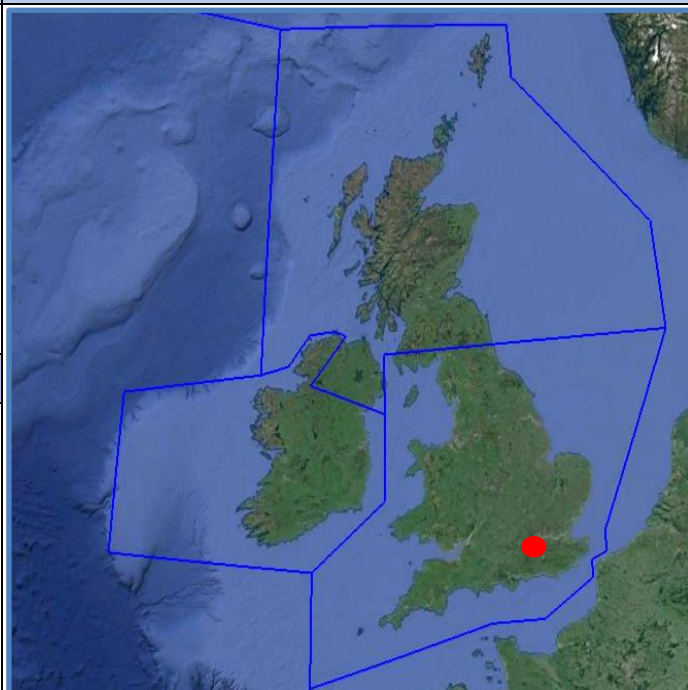
Nicola Gunn
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Nicola.gunn@nats.co.uk

Aircraft Operator(s):

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

**ATS Units/
Controlling Agencies:**

Biggin Hill 01959 578525
London Terminal Control 02380 401110

Geographical Limits:**Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)

EGKA

ACN Issued by:

AU3

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) – AU3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details flight profiles to complete the DVOR Calibration at Biggin Hill.

16. The sponsor is responsible for obtaining any required permits to fly within UK airspace; this ACN does not constitute approval to fly in UK airspace, but only outlines the coordination process/contacts to facilitate the flight.

17. **Notification of Calibration Flight.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 week prior to the planned calibration. In addition, the pilot is to contact the appropriate agencies at least 24 hours prior to confirm that the flight will still take place and again at least 1 hours prior to departure to provide final details, agree a start time and confirm availability of an Air Traffic Service (ATS).

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*). Outside CAS and in between runs, the aircraft is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*) and attracts no priority. 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.

19. **Flight Profiles:**

Serial No	Description	Altitude/FL	Notes
A1	Position 10NM from BIG VOR to commence 10NM anti-clockwise Orbit	3,000ft	2 x 360° Orbit
A2	Non-Airway R015 from BIG 15D to 25D	3,000ft	
A3	VOR/DME Instrument Approach Procedure for Biggin Hill Rwy 21 AD 2.EGKB-8-3	1,800ft	Base of published procedure
A4	VOR/DME Instrument Approach Procedure for Biggin Hill Rwy 21 AD 2.EGKB-8-3	1,800ft	Base of published procedure
A5	R329 from BIG to D23 (Heathrow SID ULTIB 1J 1K)	5,000ft	Base of published procedure

20. **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.** The survey area is within the coverage of the following units:
- a. Biggin Hill On Request
22. 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.
23. **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 Units 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)
 - b. EGTTFZC Western Radar
24. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
25. 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.
26. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.
27. **Danger Areas (DAs).** Access to any DA is subject to range 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.
28. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas, as gliders without transponders may be encountered up to FL195. For info see the UK AIP: *ENR 1.1 (Para 1.12), ENR 5.2 (NSGA) and ENR6-63.*
29. **Temporary Reserved Areas (TRA).** The sponsor is responsible for complying with the requirements for access to any TRA iaw the UK AIP – ENR 1.1 (Para 5.1.5).

SECTION 3

Area of Operation

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

Chart 1 – Serial A1 – 10nm Orbit

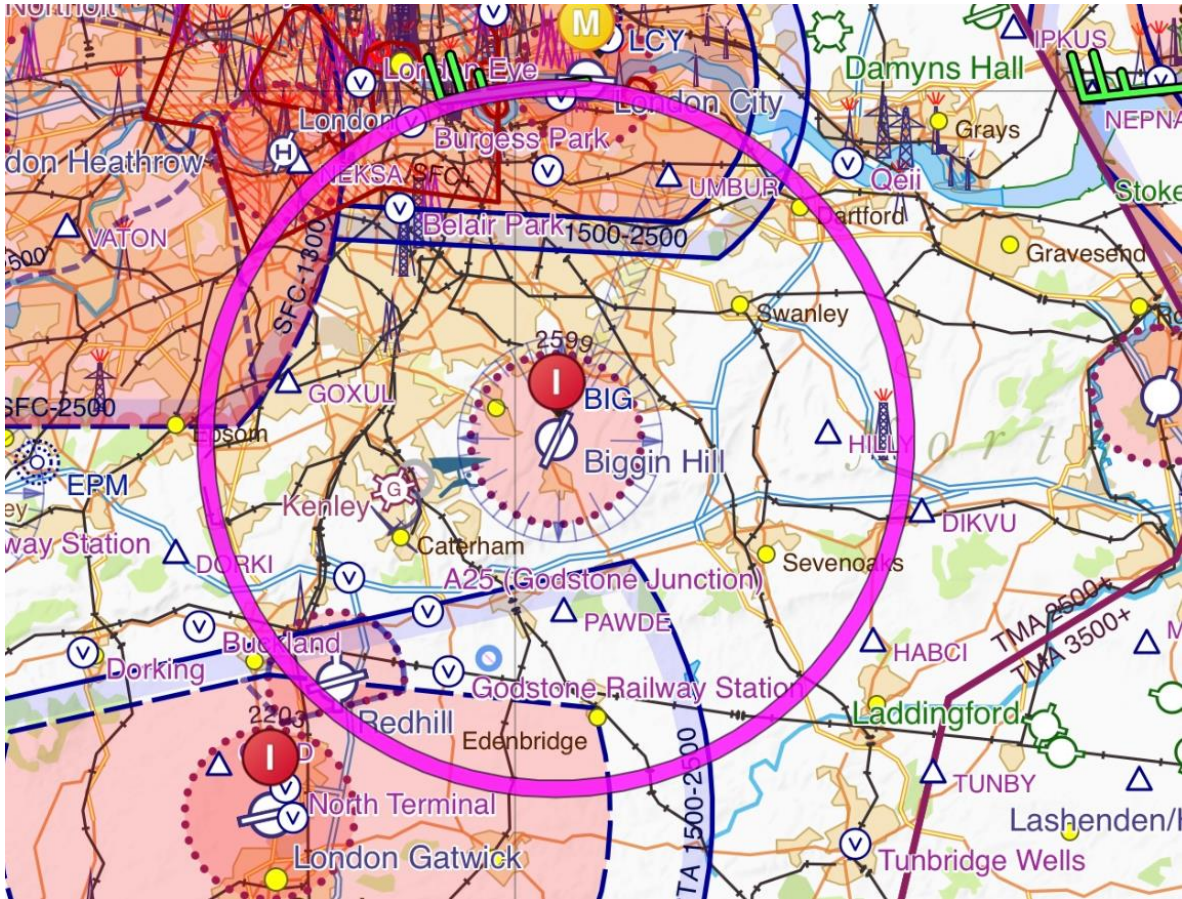


Chart 2 – Serial A2 – R015 D15-D25

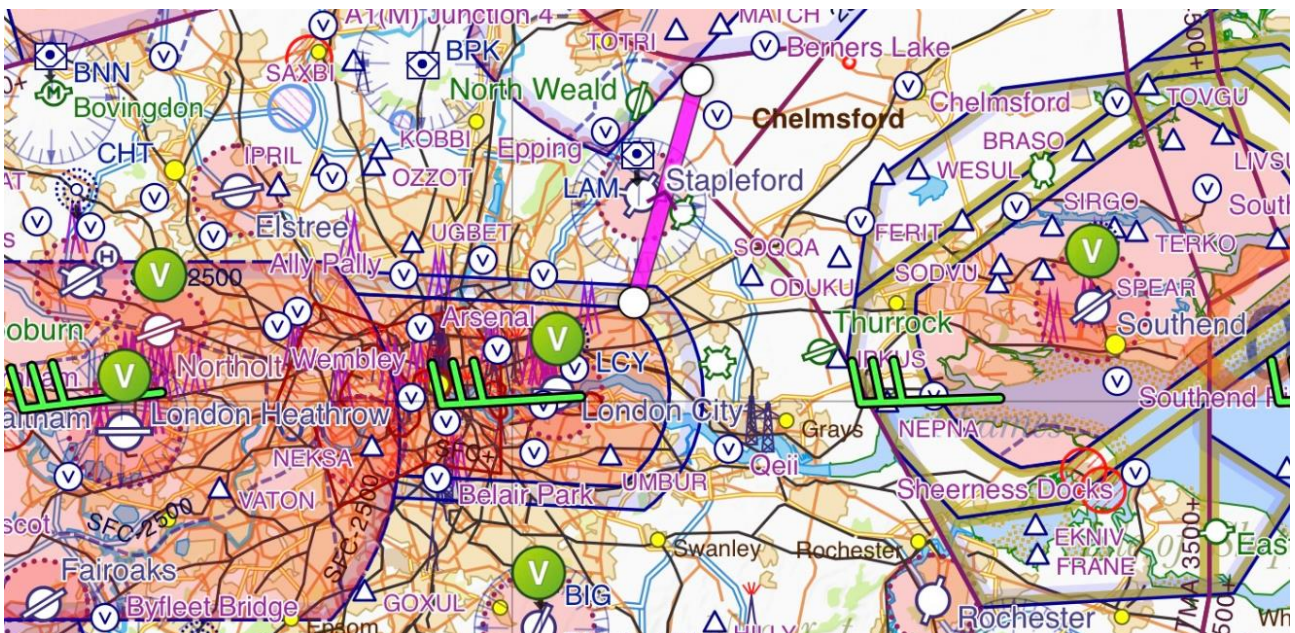


Chart 3 – Serial A3 and A4

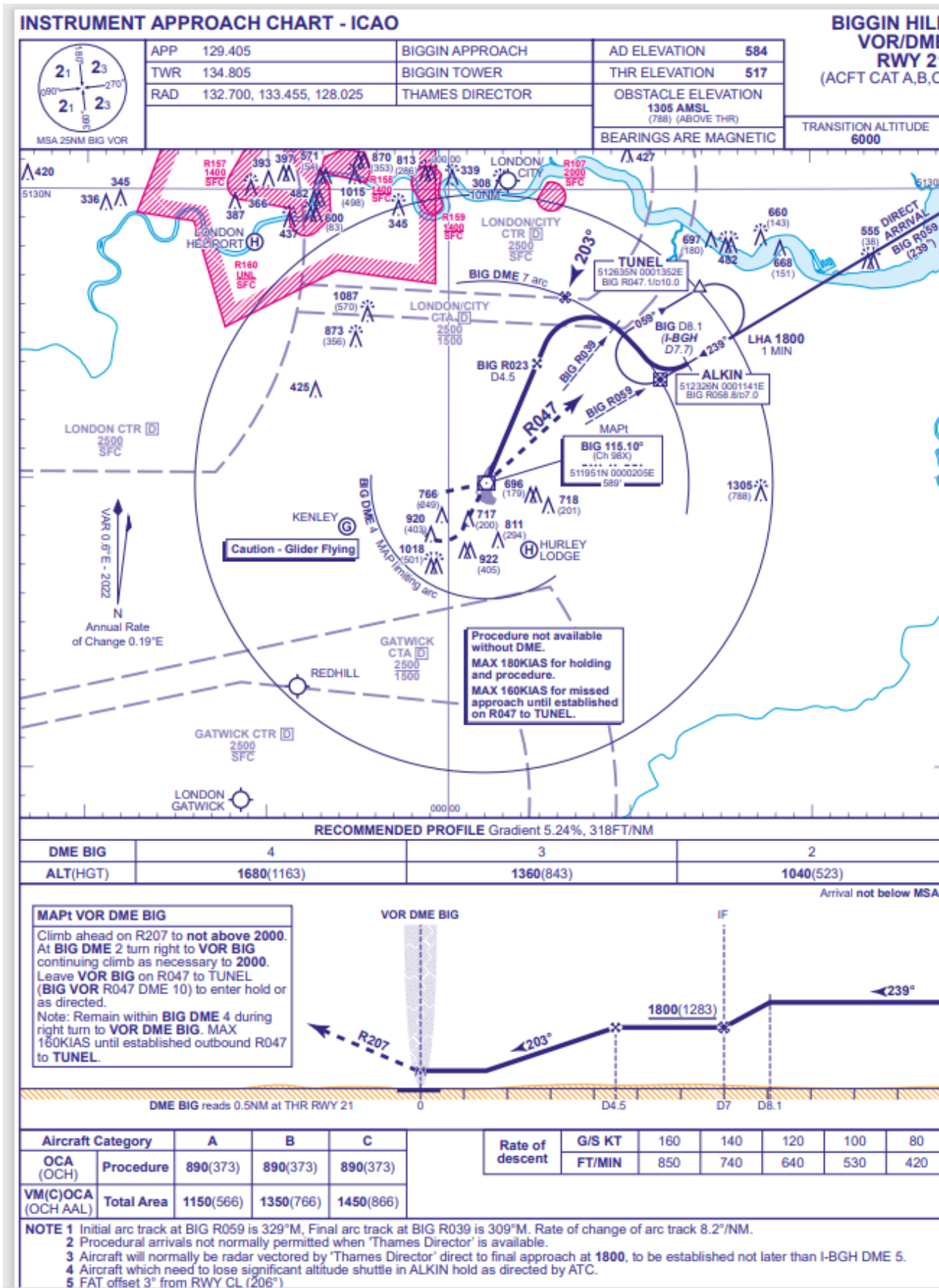
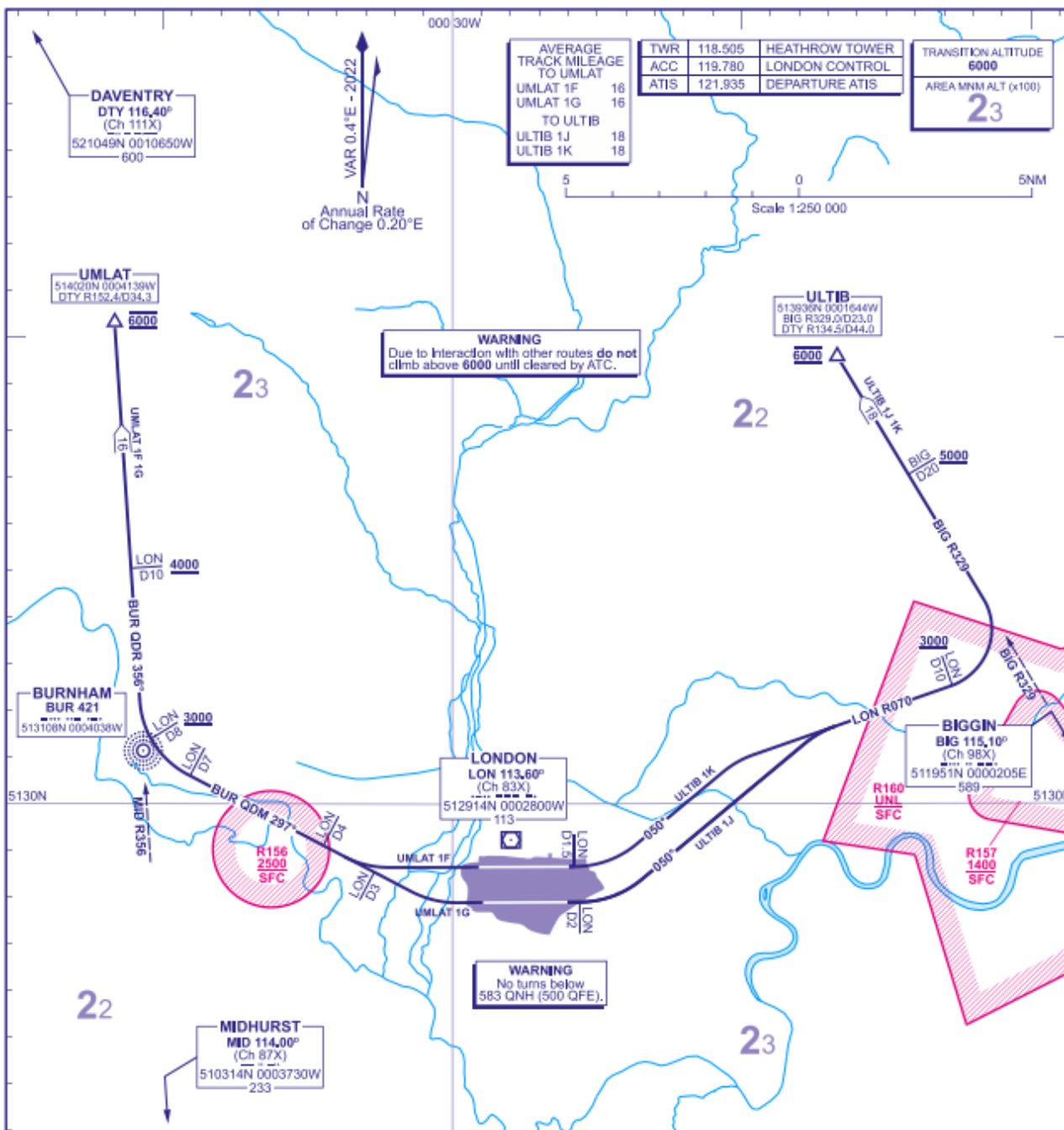


Chart 4 – Serial A5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON HEATHROW
UMLAT 1F 1G ULTIB 1J 1K



UMLAT 1F RWY 27R	Climb straight ahead to be established on BUR NDB QDM 297° by LON D4. At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R356), crossing LON D8 at or above 3000, then continue to cross LON D10 at or above 4000 and cross UMLAT at 6000.	Via T418 to WOBUN.
UMLAT 1G RWY 27L	Climb straight ahead to be established on BUR NDB QDM 297° by LON D3. At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R356), crossing LON D8 at or above 3000, then continue to cross LON D10 at or above 4000 and cross UMLAT at 6000.	
ULTIB 1J RWY 09R	Climb straight ahead to LON D2, then turn left onto track 050° to intercept LON VOR R070, cross LON D10 at or above 3000 and turn left onto BIG VOR R329, cross BIG D20 at or above 5000 and cross ULTIB at 6000.	Via T420 to BUZAD.
ULTIB 1K RWY 09L	Climb straight ahead to LON D1.5, then turn left onto track 050° to intercept LON VOR R070, cross LON D10 at or above 3000 and turn left onto BIG VOR R329, cross BIG D20 at or above 5000 and cross ULTIB at 6000.	

GENERAL INFORMATION

- 1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
- 2 SIDs reflect Noise Preferential Routings. See EGLL AD 2.21 for Noise Abatement Procedures.
- 3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.3% are necessary for ATM purposes.)
- 4 Call sign for RTF frequency used when instructed after take-off 'London Control'. Report call sign, SID designator, current altitude and cleared altitude on first contact.