

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
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AR-2024-5935	1.0	11/09/2024	04/09/2024
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Civil Aviation Authority

SHAWBURY VOR Flight Check (Thales)

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**25th November 2024 – 30th June 2026**Times (ALL TIMES UTC)**

0800 – 2000

Vertical Limits:

4000ft AMSL (for flight check)

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: B200 or DA42 (not RVSM approved)
 Callsign: CLBxxx

NDS Approved:*Yes – Subject to the conditions in Section 2***Event Sponsor(s):**

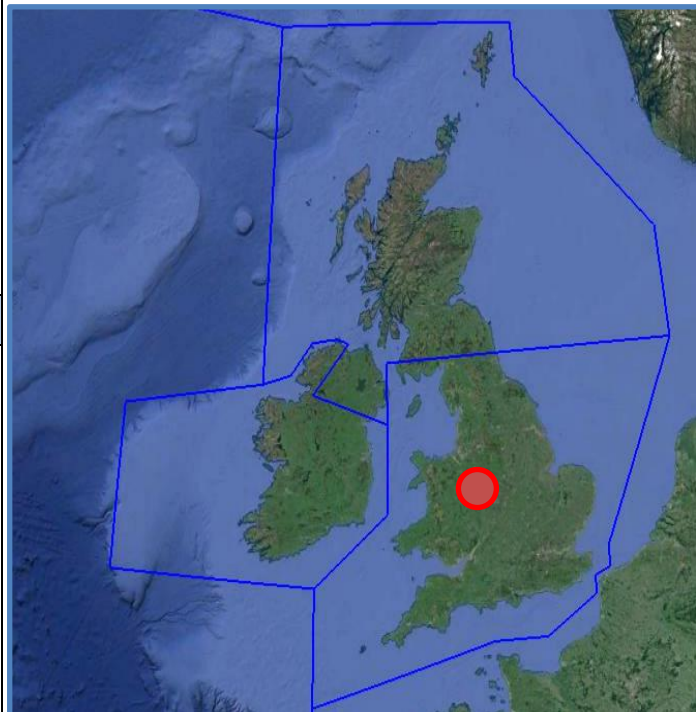
Thales Flight Inspection Service
 Hangar 3
 Teesside International Airport
 Darlington
 DL2 1NL
 01325 335346

Aircraft Operator(s):

Thales Flight Inspection Service
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 Teesside International Airport
 Darlington
 DL2 1NL
 01325 335346

ATS Units/**Controlling Agencies:**

Birmingham	0121 767 1210
Manchester	0161 209 2835
Prestwick ACC - Scottish Control	01294 655300
Swanwick ACC - London Control	01489 612420
Shawbury	01939 250351 x6202

Geographical Limits:**Airspace Reservations:**

Nil.

Departure/Destination Aerodrome(s)

EGNV

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) – AS3
Email: AROps@caa.co.uk
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the serials required to conduct a calibration of the Shawbury VOR.
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, which ATC Unit will be the primary controlling agency and availability of an ATS for the duration.
17. The controlling authority is responsible for informing adjacent ATS providers of the details of the flight check, subject to the radial to be flown.
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,*). 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, flight has been categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers,*) and attracts no priority.
19. **Levels.** The aircraft will be required to primarily operate at 4000ft on the Shawbury QNH.
20. **Radials.** Stability checks on the 170 radial between 25-15nms at 4000ft on the Shawbury QNH.
21. **Orbits.** A maximum of 2 orbits will be flow at 20nms at 4000ft on the Shawbury QNH. Orbits can be flown clockwise or anti-clockwise.
22. **Approaches.** The following approaches will be flown (*UK Mil AIP AD 2 – EGQS N5-N8 dated 9 Aug 24 – refers*).
- COPTER VOR/DME Rwy 05
 - COPTER VOR/DME Rwy 18
 - COPTER VOR/DME Rwy 23
 - COPTER VOR/DME Rwy 36
23. **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.
24. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following units:
- Shawbury Freq - 133.155
25. Availability of an ATS service 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.
26. **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:
- EGZYOATT Swanwick Mil (78 Sqn)
 - EGTTZFZC Western Radar

27. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.
28. 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.
29. **Non-SSR Gliding Areas.** The sponsor should exercise caution when operating in these areas (impacting radials between 338°T and 343°T), 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.*
30. **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).
31. **Special Use Areas (SUAs).** Access to any SUA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the SUA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

SECTION 3

Area of Operation

32. A chart highlighting the area of operation is shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Orbit and radial

