

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-5827	V 1.0	09/09/2024	03/09/2024

OTTRINGHAM VOR/DME ROUTINE FLIGHT INSPECTION

NDS

Subject to NOTAM: No**Date(s) of activity/Validity:**1st October 2024 to 01 April 2025**Times (ALL TIMES UTC)**

0800-1700Z

Vertical Limits:

2000FT AMSL – FL150

Allocated Mode 3A (SSR):

TBC

Aircraft Details:

Aircraft type: DA62

Aircraft Callsign: Flight Cal 09

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

Richard Handford

NATS CTC

4000 Parkway,

Whiteley,

Fareham,

PO15 7FL

Tel: 01489 615365

Richard.Handford@nats.co.uk**Aircraft Operator(s):**

Chris Tutt

Flight Calibration Services

Calibration House

17-19 Cecil Pashley Way

Shoreham Airport

Shoreham-by-Sea

West Sussex

BN43 5FF

01243 538245

ops@flight-cal.com**ATS Units/****Controlling Agencies:**

Anglia Radar

01224 727160

Humberside

01652 682022

Lincs TATCC

01526 347443

Prestwick ACC – Scottish Control

01294 655300

Swanwick Mil (78 Sqn) - East

01489 612408

Geographical Limits:**Airspace Reservations:**

D307 Donna Nook

01507 359126

D323 Complex

MAMC

01489 612495

Departure/Destination Aerodrome(s)

EGNJ

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 flight profiles required to conduct a routine flight inspection of the Ottringham 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 runs 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. **Serials.** The aircraft is required to conduct the following serials.

Serial No	Description	Altitude/FL	Notes
A1	Position 20NM from OTR VOR to commence 20NM anti-clockwise orbit	2,000ft	2 x 360° Orbits
A2	OTR R203 to 30D (Direct arrival via south for NDB(L)/DME Instrument Approach Procedure for Rwy 02 Humberside Airport)	2,000ft	
A3	OTR R238 to 30D (Direct arrival via southwest for NDB(L)/DME Instrument Approach Procedure for Rwy 02 Humberside Airport)	2,700ft	
A4	OTR R308 to 32.6D (RNAV Route L602)	FL50	
A5	OTR R060 to 100D (Non-AIP Route OTR to ODMOS)	FL120-FL150	

19. **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.

20. **ATS Provision – Outside CAS.** The flight inspection area is within the coverage of the following units:

- a. Anglia Radar Freq – 125.275 MHz / 128.925 MHz
- b. Humberside Freq – 119.130
- c. Coningsby Freq – 119.200
- d. Swanwick Mil (78 Sqn) -East *On request subject to ATC workload*

21. 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.

22. **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.
23. **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.
24. **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

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

Chart 1 – Serial A1 – 20nm Orbit

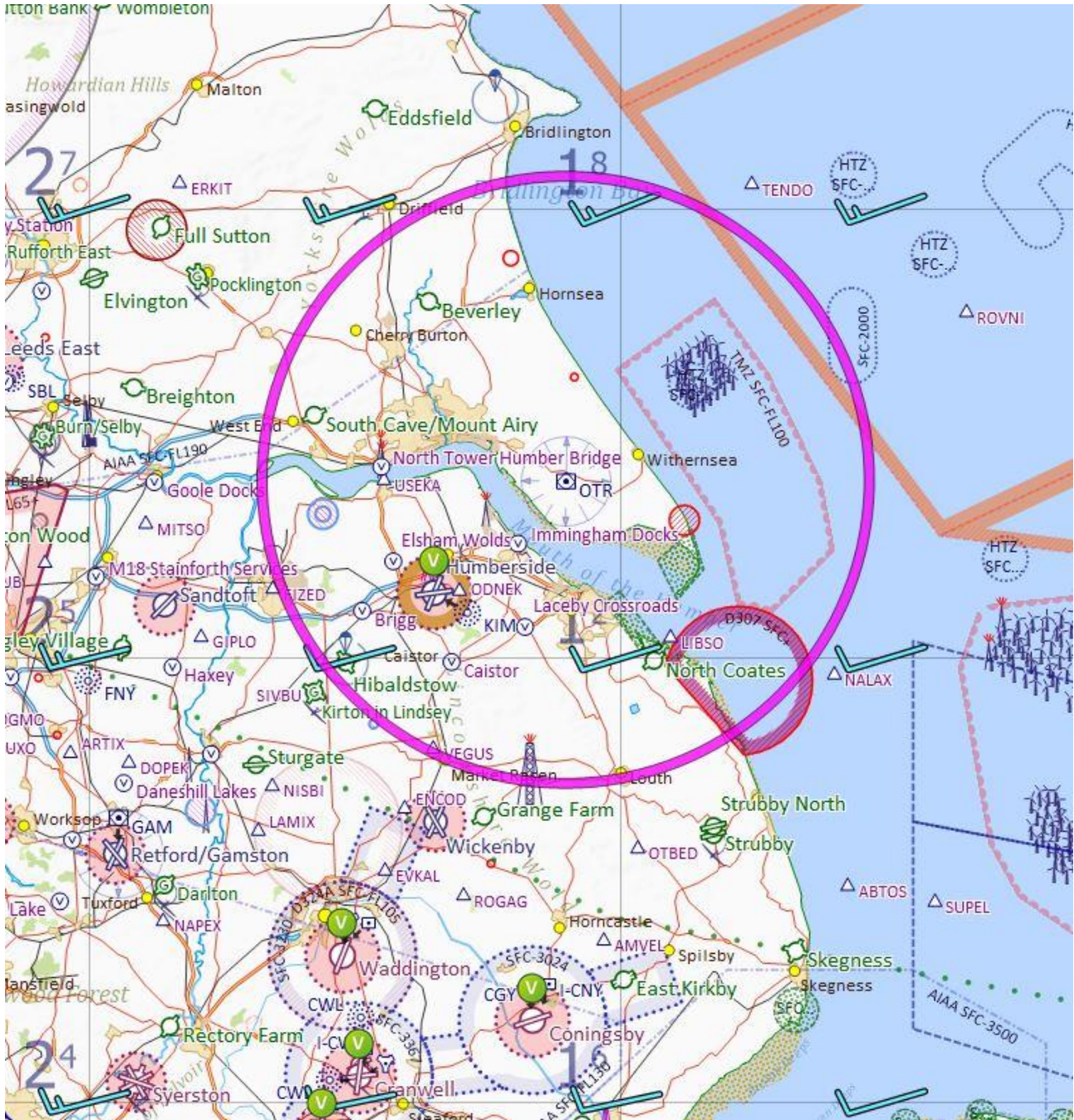


Chart 2 – Serials A2 and A3 Humberside NDB(L)/DME RWY 02

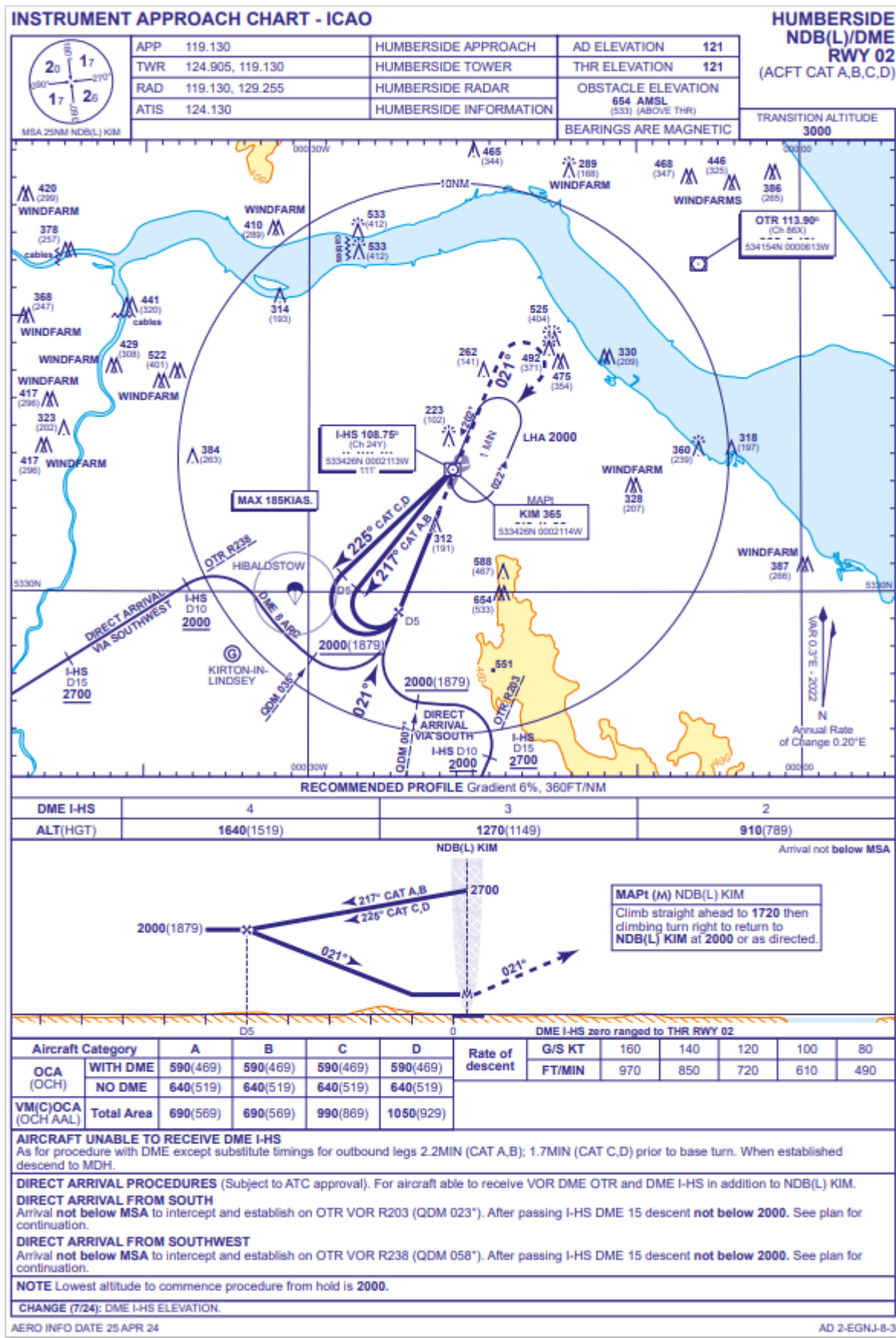


Chart 3 - Serial A4 Radial 308 to 32.6D

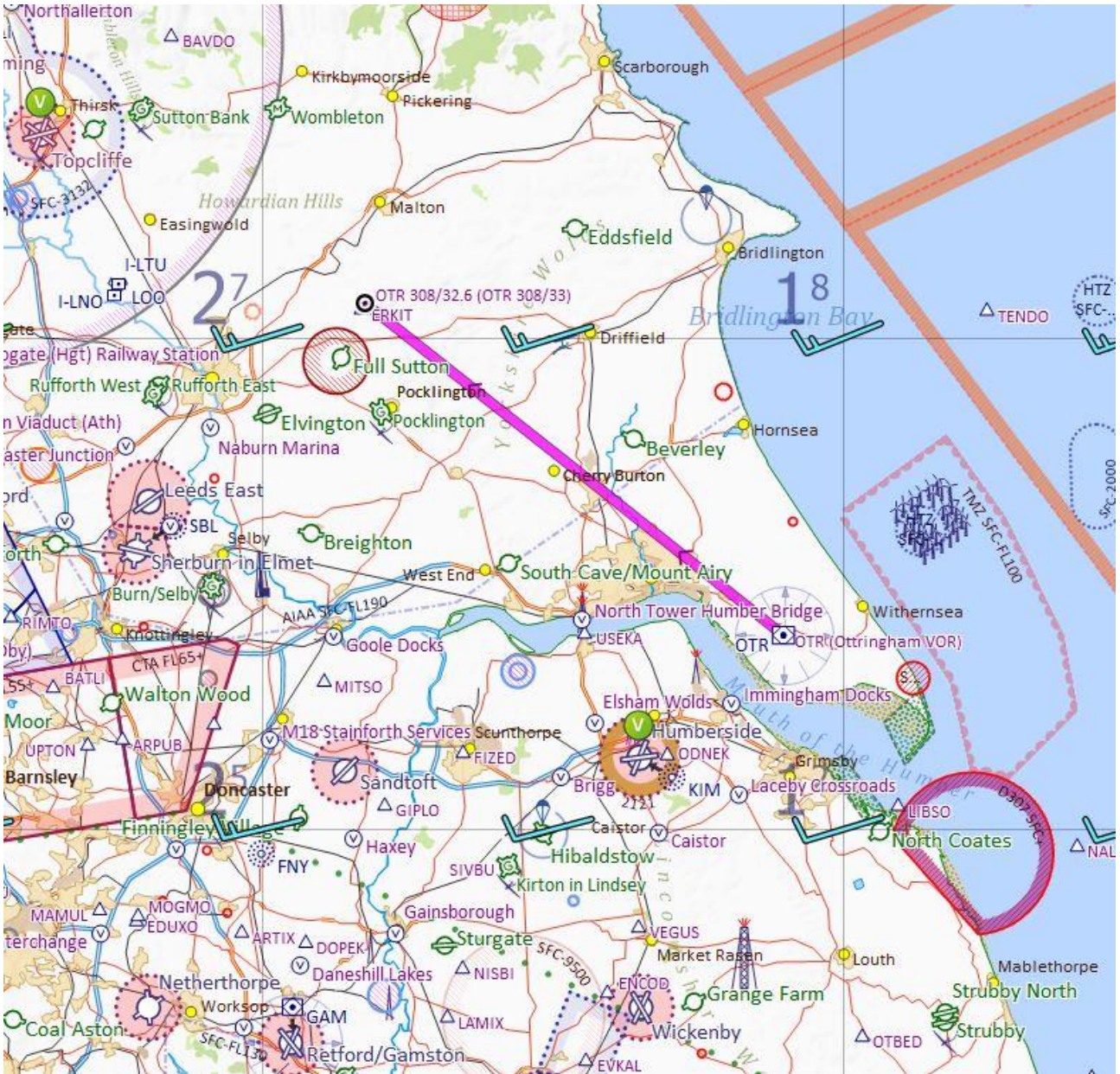


Chart 4 – Serial A5 Radial 060 to 100D

