

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2024-6399	1.0	02/10/2024	23/09/2024

MIDHURST (MID) VOR/DME ROUTINE FLIGHT INSPECTION**NDS****Subject to NOTAM:** No**Date(s) of activity/Validity:**18th October 2024 – 30th April 2025**Times (ALL TIMES UTC)**

0800-1700Z (Day) or 2300-0500Z (Night)

Vertical Limits:

2500ft-6000ft

Allocated Mode 3A (SSR):

0024 or as allocated

Aircraft Details:

Type: DA 62

Callsign: FlightCal 02

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

Mr Trevor Giffin
 NATS Senior Systems Engineer
 4000 Parkway, Whiteley
 Fareham, Hants, PO15 7FL.
 Tel: 01489 444652
Trevor.Giffin@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:**

Farnborough

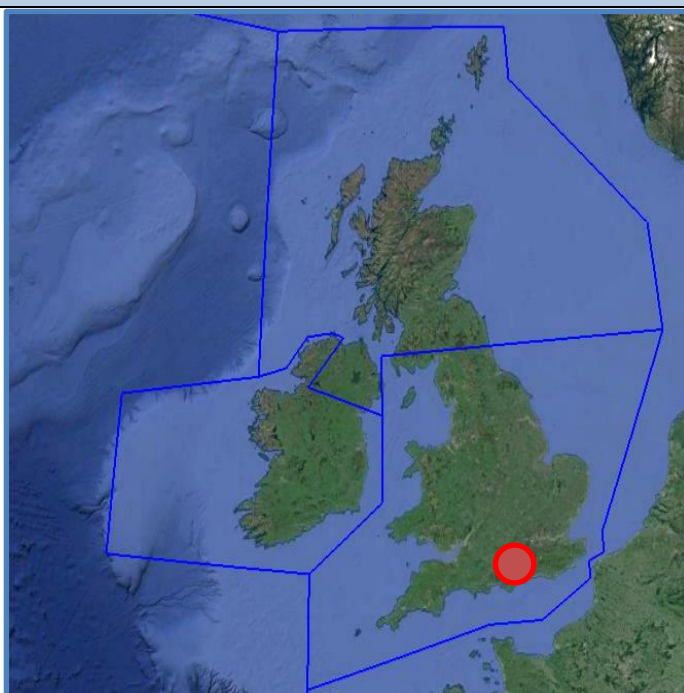
01252 526015

Gatwick

01293 601031

Swanwick LTC

02380 401110

Geographical Limits:**Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)

EGKA (Shoreham)

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 requirements for the Routine Flight Inspection of the MID 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 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.

18. **Serials.** The aircraft is required to conduct the following serials.

Serial No	Description	Altitude/FL	Notes
A1	Position 10NM from MID VOR/DME to commence 10NM anti-clockwise Orbit	3,000ft AMSL	2 x 360° Orbits
A2	R059 from MID 15D to 25D	3,000ft AMSL	
A3	R026 from MID to 24D (Heathrow SID MODMI 1J 1K)	4,000ft AMSL	
A4	R146 from MID to 26D (Gatwick SID BOGNA 1M 1V)	6,000ft AMSL	
A5	R257 from MID to 12D (Gatwick SID BOGNA 1M 1V)	2,500ft AMSL	

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 calibration area is within the coverage of the following units:

a. Farnborough

Freq - 125.250 MHz

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. **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. EGTTFZFC Western Radar

23. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM. Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval.
24. **Special Use Areas (SUAs).** Access to any SUA is subject to range 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.
25. **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.
26. **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

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

Chart 1 – Serial A1

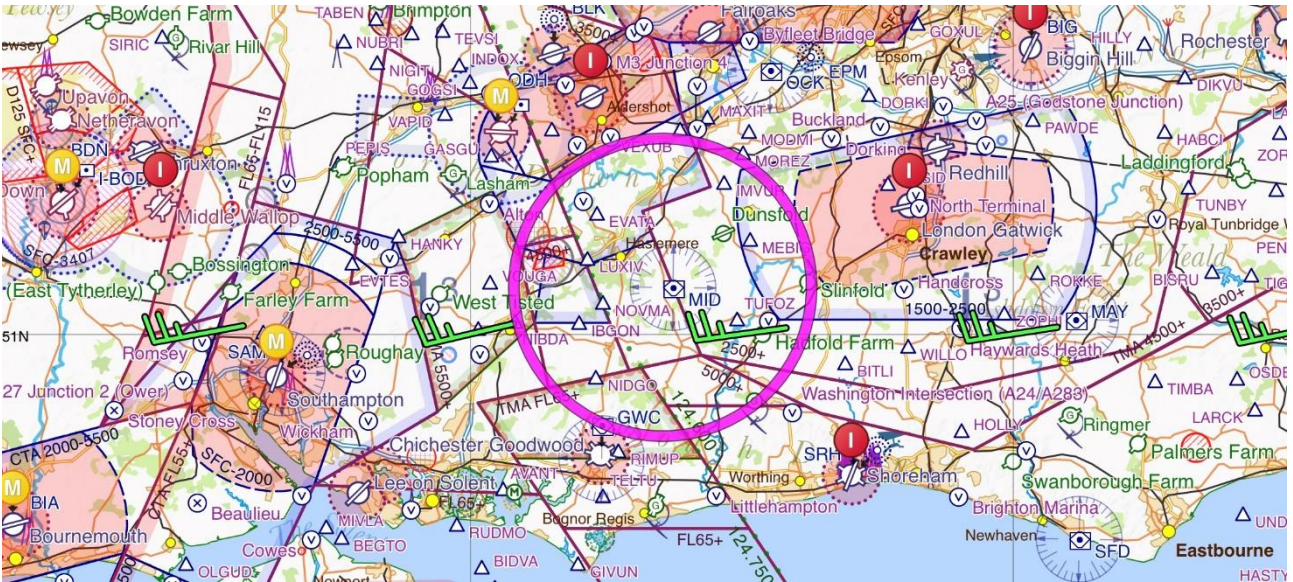


Chart 2 – Serial A2

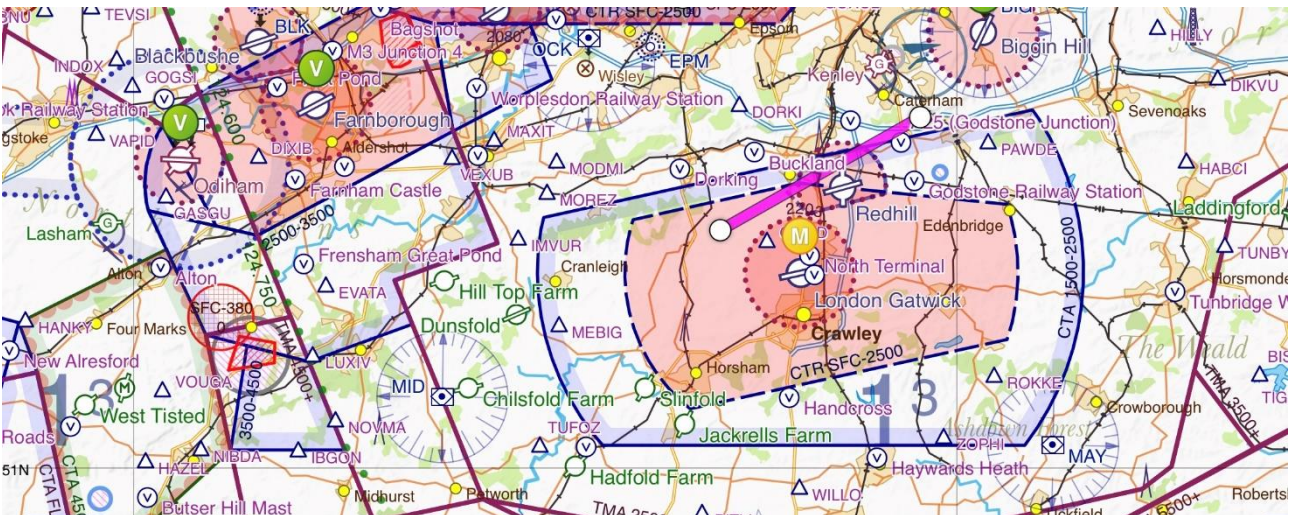
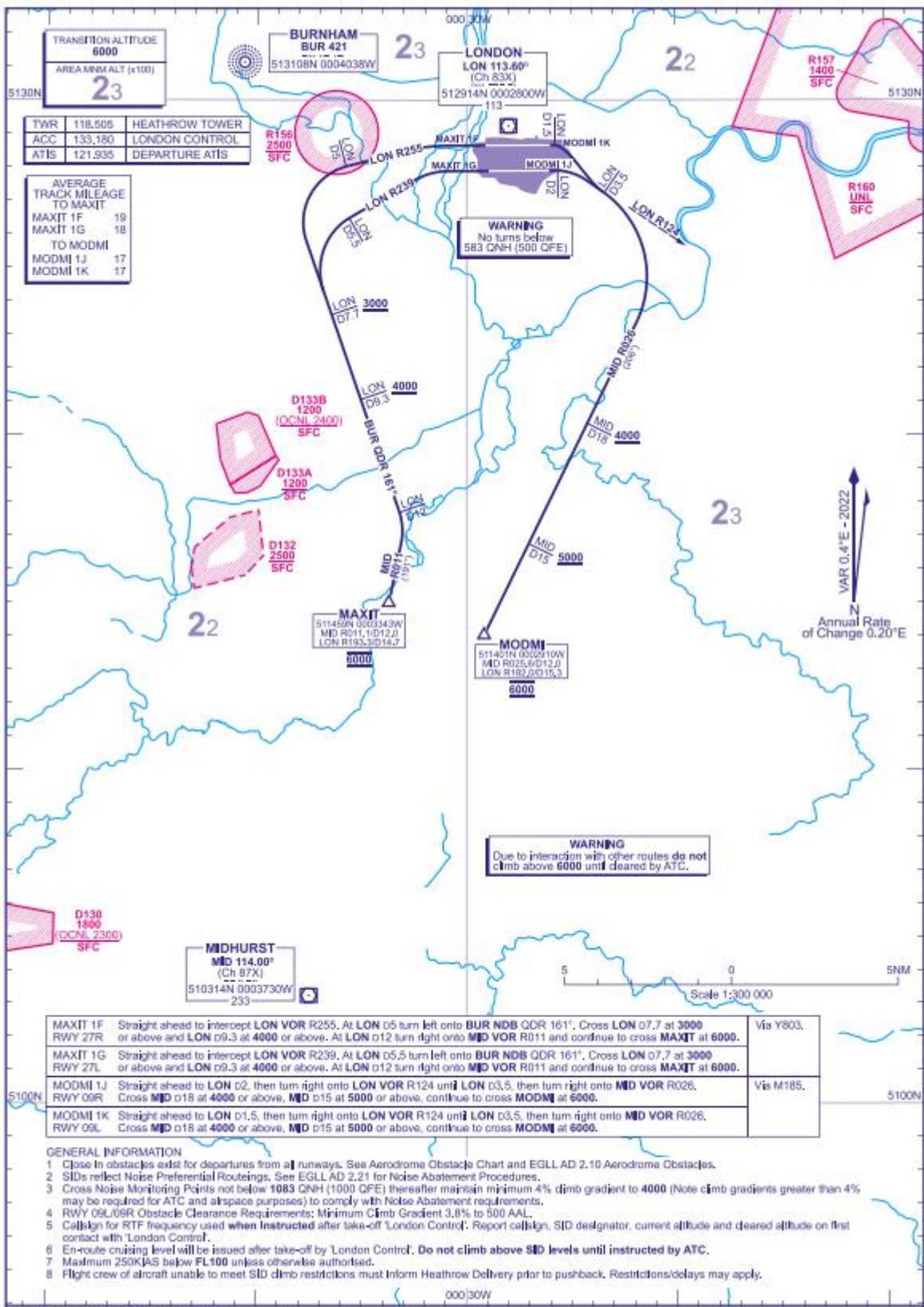


Chart 3 – Serial A3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW MAXIT 1F 1G MODMI 1J 1K



CHANGE (1/24): SPECIFICATION CHANGE.
AERO INFO DATE 30 OCT 23

AD 2-EGLL-8-2

Chart 4 – Serial A4 and A5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON GATWICK RWY 26L/R BOGNA 1M 1V (RNAV SUBSTITUTION ONLY)

