# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

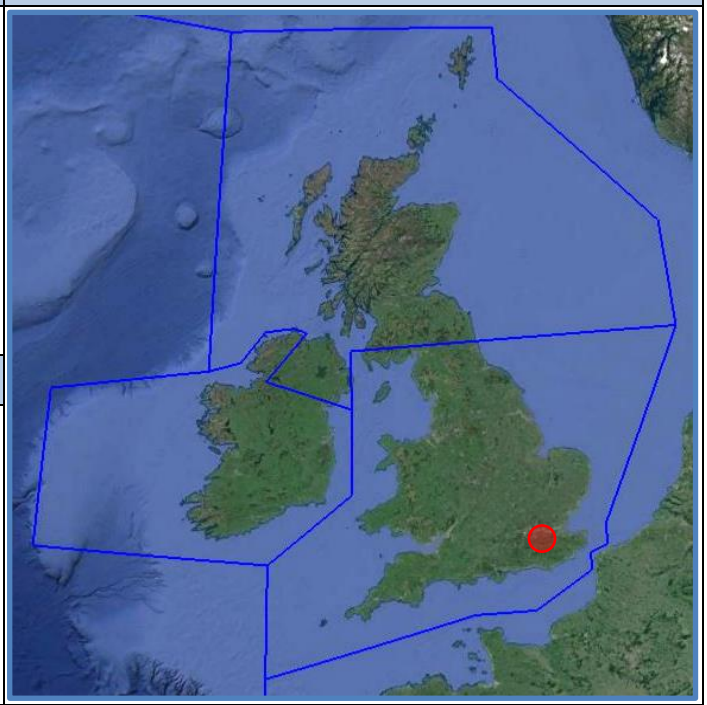
Civil Aviation Authority

| ACN Reference: | Version: | Date: | Date of Original |
|---|---|---|---|
| AR-2024-7281 | 1.1 | 22/10/2024 | 22/10/2024 |

## NAVAID CALIBRATION
## BIGGIN HILL ILS

## NDS

**Subject to NOTAM: No**

| Date(s) of activity/Validity: | Times - ALL TIMES UTC[1] |
|---|---|
| 31st October 2024 – 30th October 2026 | 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<br>Callsign: FlightCal 02 | **Yes** – *Subject to the conditions in Section 2* |
| **Event Sponsor(s):** | **Aircraft Operator(s):** |
| Andy Irving<br>Control Tower,<br>Belfast Intl Airport,<br>Belfast,<br>BT29 4AB<br>Andy.Irving@nats.co.uk | Flight Calibration Services (Attn: Chris Tutt)<br>Calibration House<br>17-19 Cecil Pashley Way<br>Shoreham Airport<br>West Sussex<br>BN43 5FF<br>01243 538245<br>operations@flight-cal.com |
| **ATS Units/ Controlling Agencies:** | **Geographical Limits:** |
| Biggin Hill 01959 578525<br>Swanwick LTC – SWA 02380 401110<br>*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 2022-10-0252.**

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.

| **Serial No** | **Description** | **Altitude/FL** | **Notes** |
|---|---|---|---|
| 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*

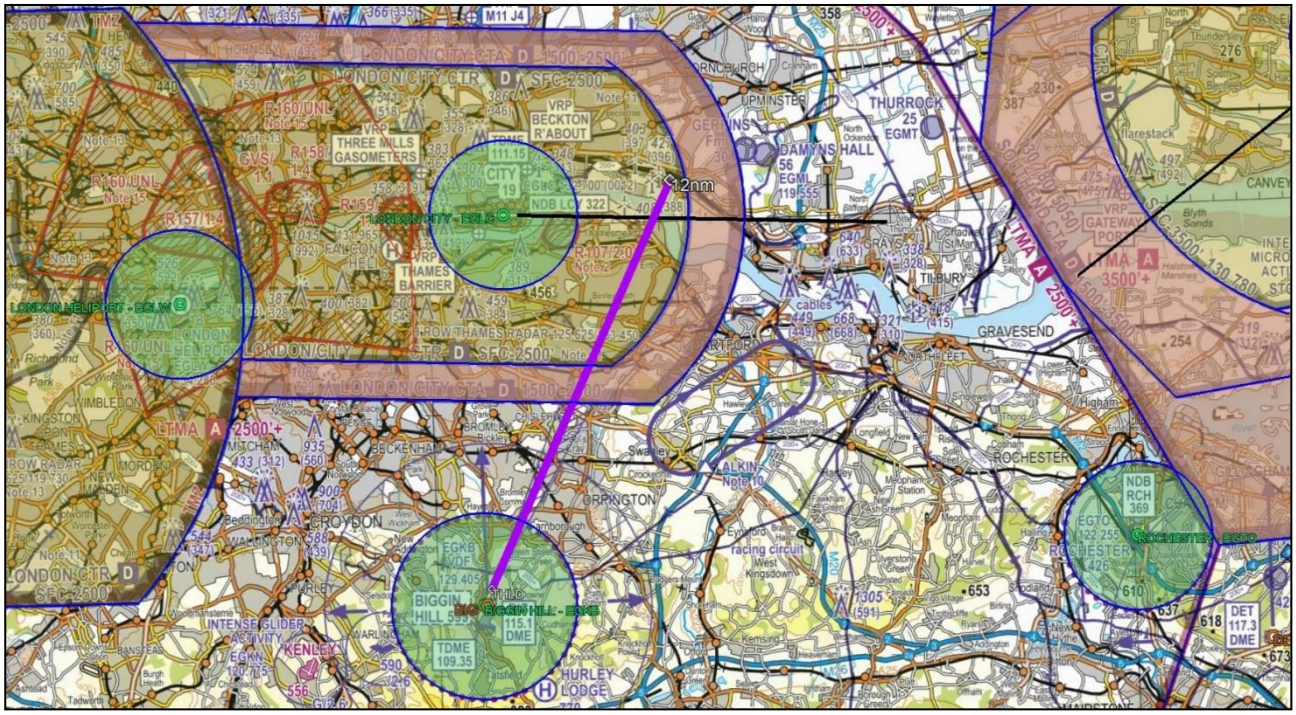



**Chart 2 – Serial A2**
*Profile 14 – 12nm to THLD – 3,000ft to 50ft*
*Protection from 5nm*

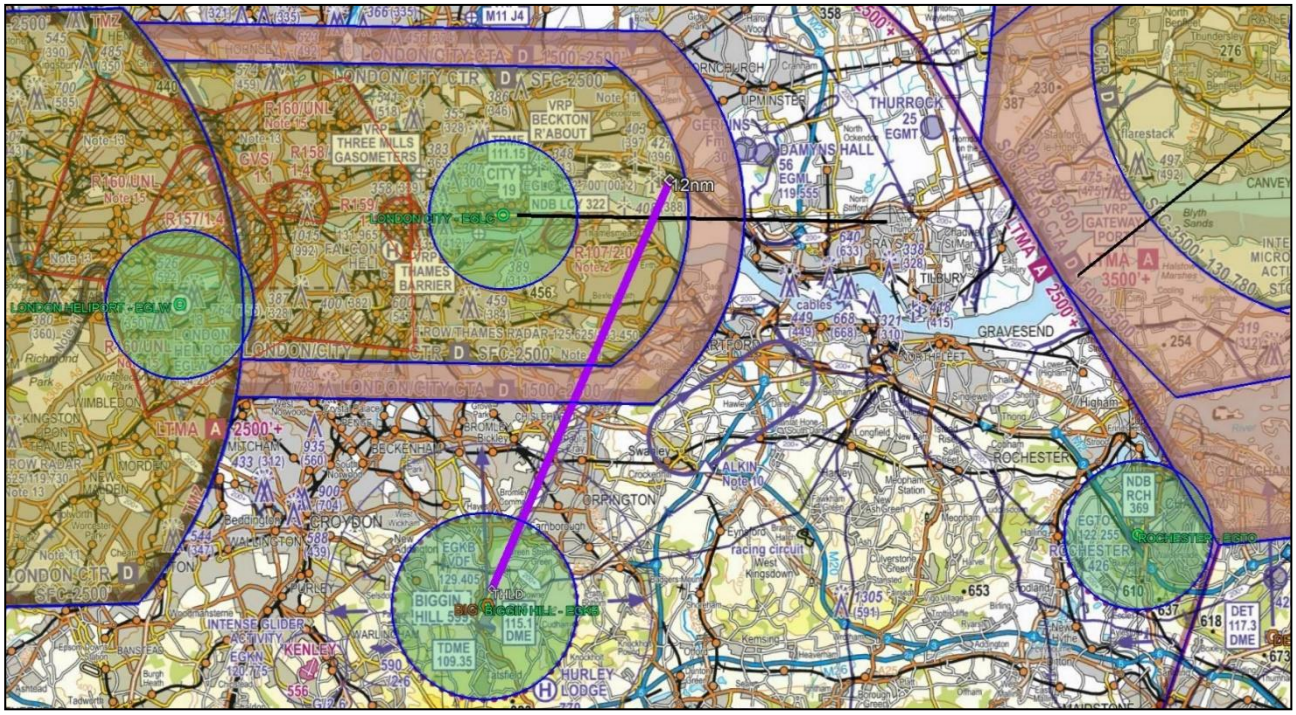


**Chart 3 – Serial A3**

*Profile 12 – 6nm to 0.5nm – 1,800ft to 200ft*

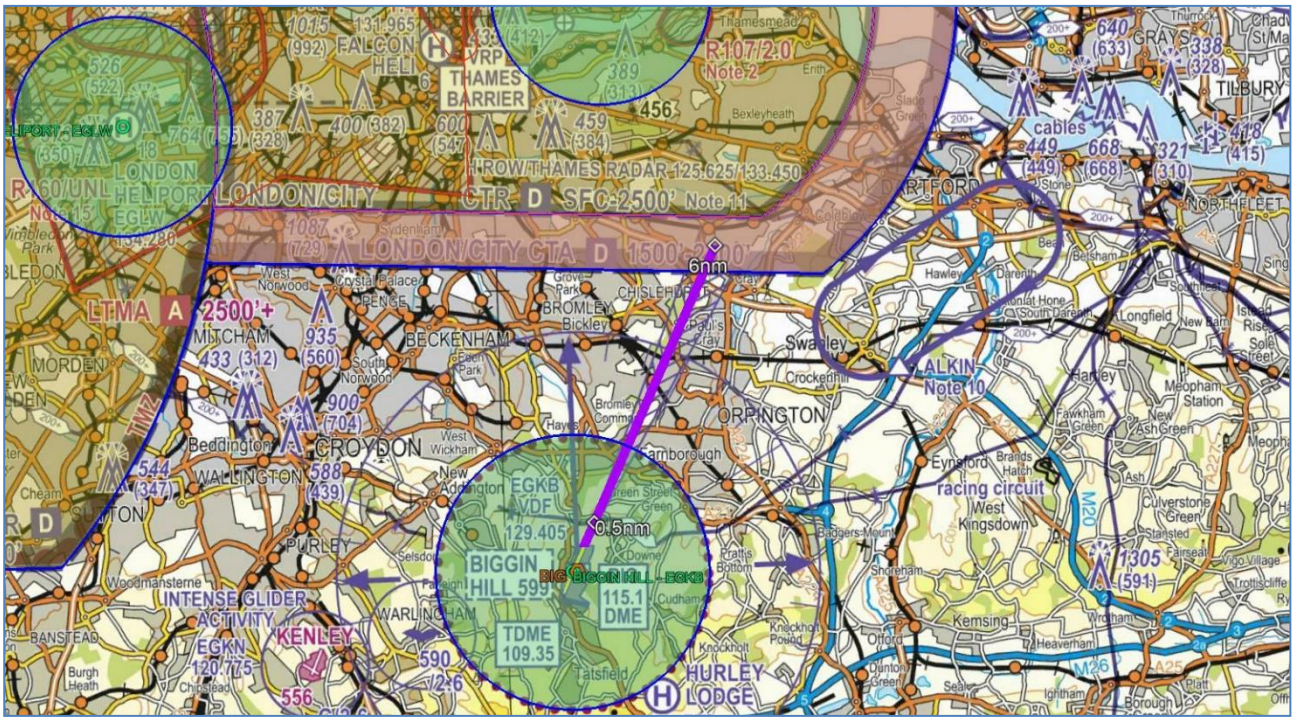



**Chart 4 – Serial A4**

*Profile 13 – 6nm to 0.5nm – 1,500ft to 200ft*

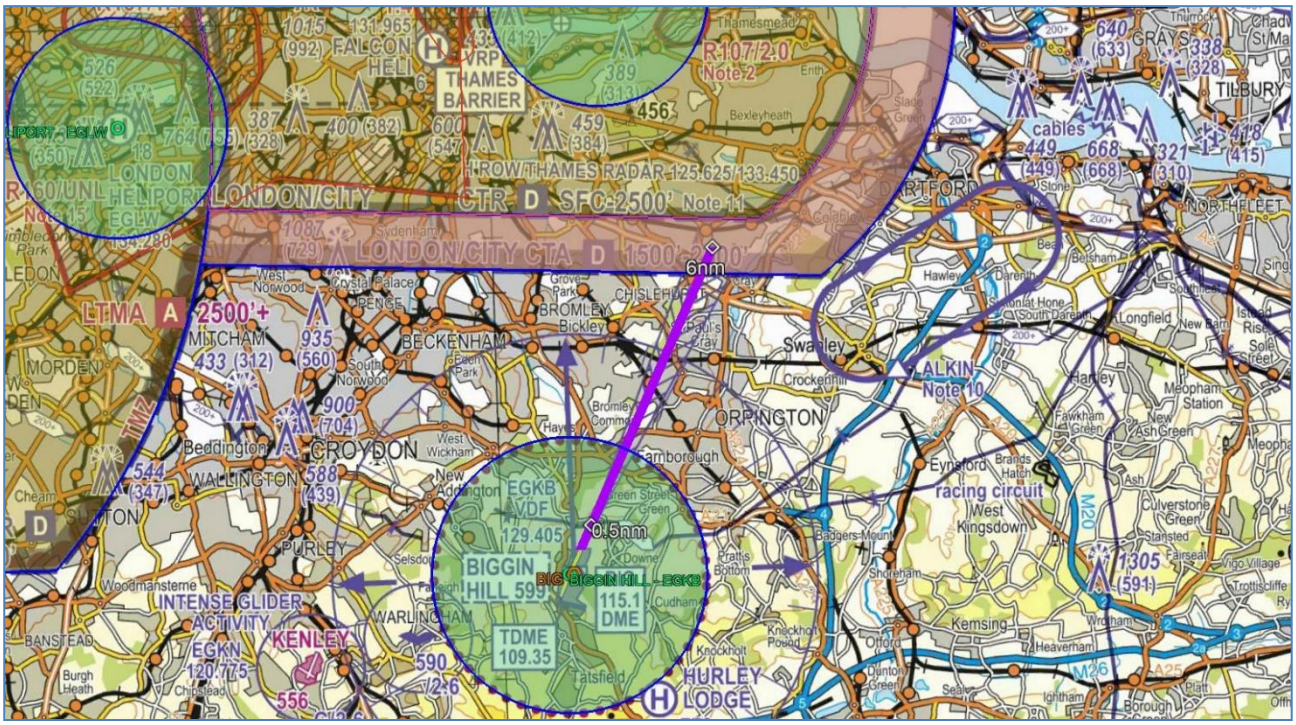


**Chart 5 – Serials A5, A6, A7**

*Profile 14 – 12nm to 1nm – 1,000ft*

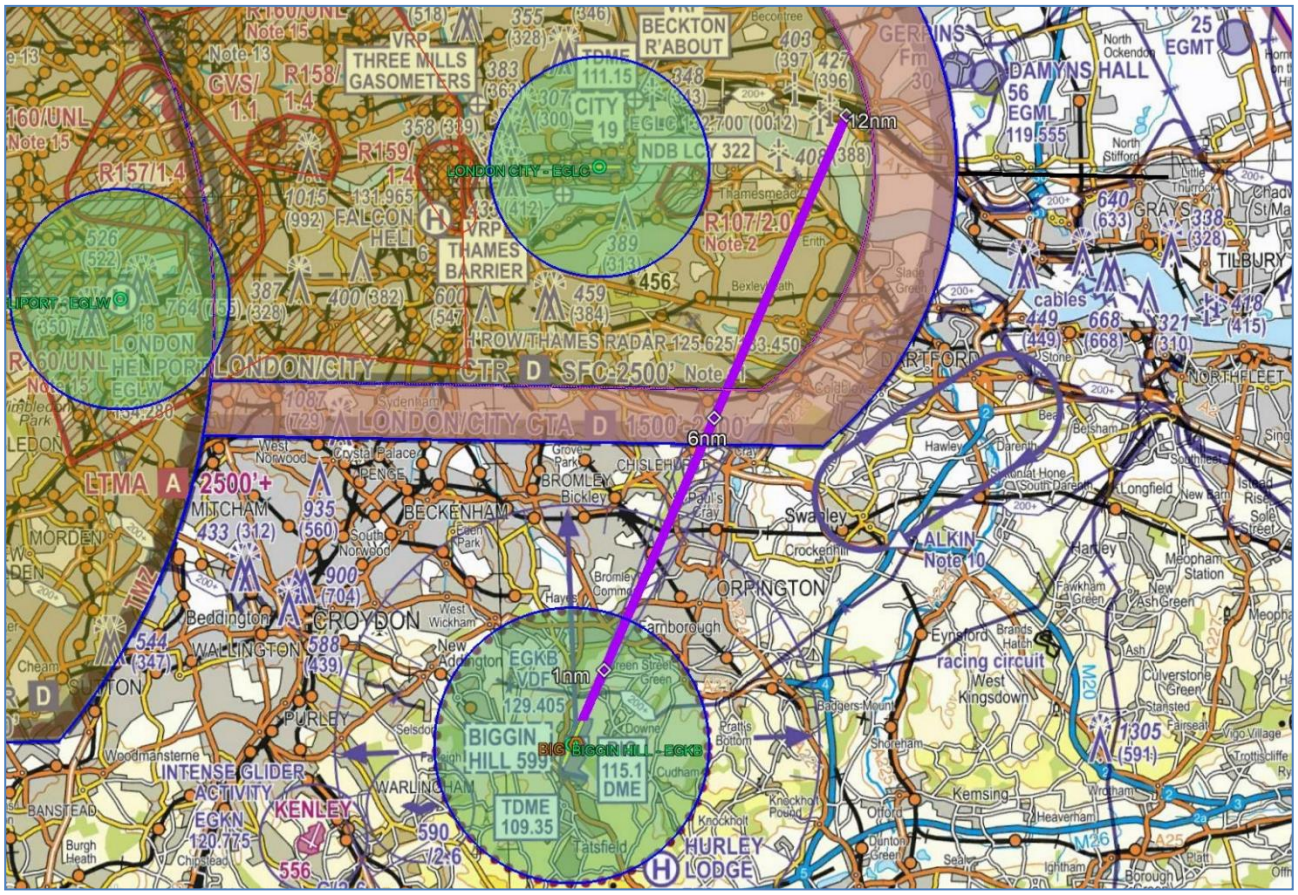



**Chart 6 – Serials A8, A9**

*Profile 15 – 8º Left / 8º Right from 9nm to 6nm – 1,000ft*

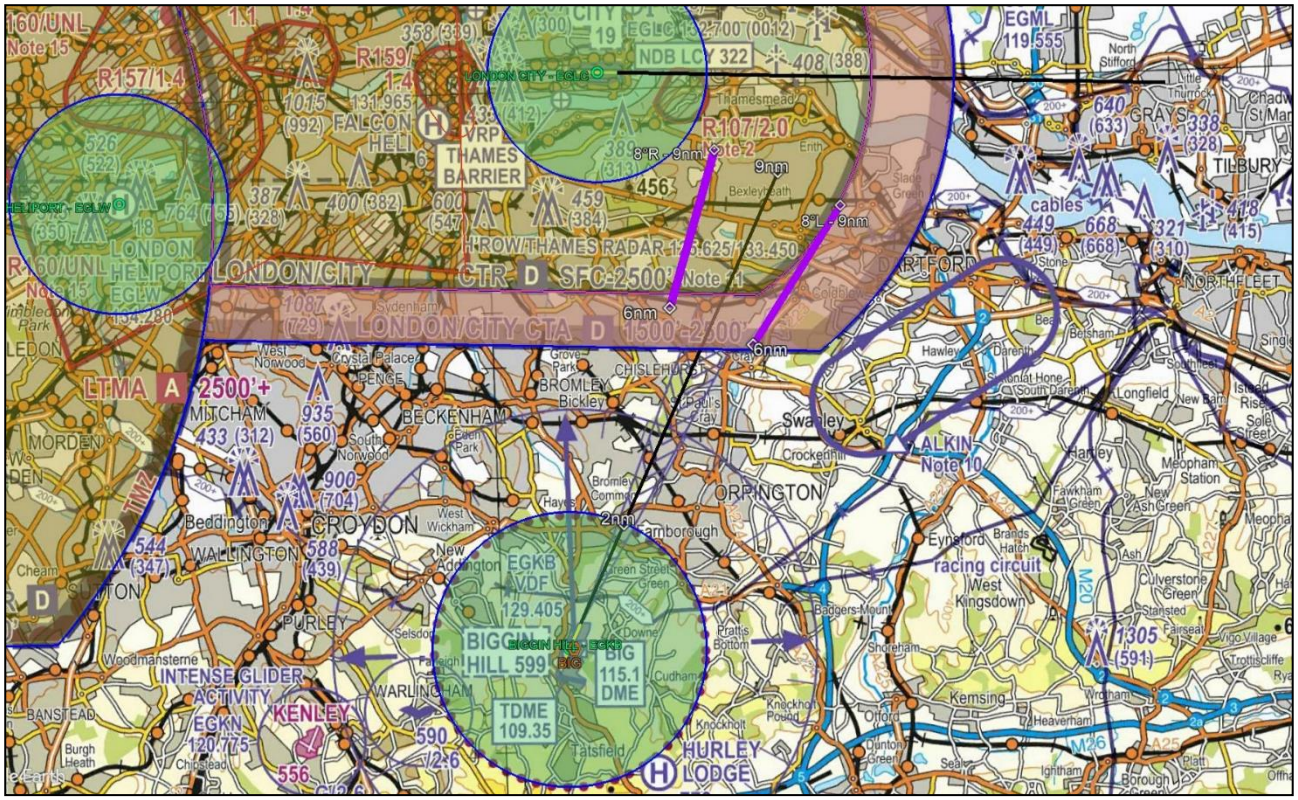


**Chart 7 – Serial A10**

*Profile 14 – 12nm to 2nm – 1,000ft*

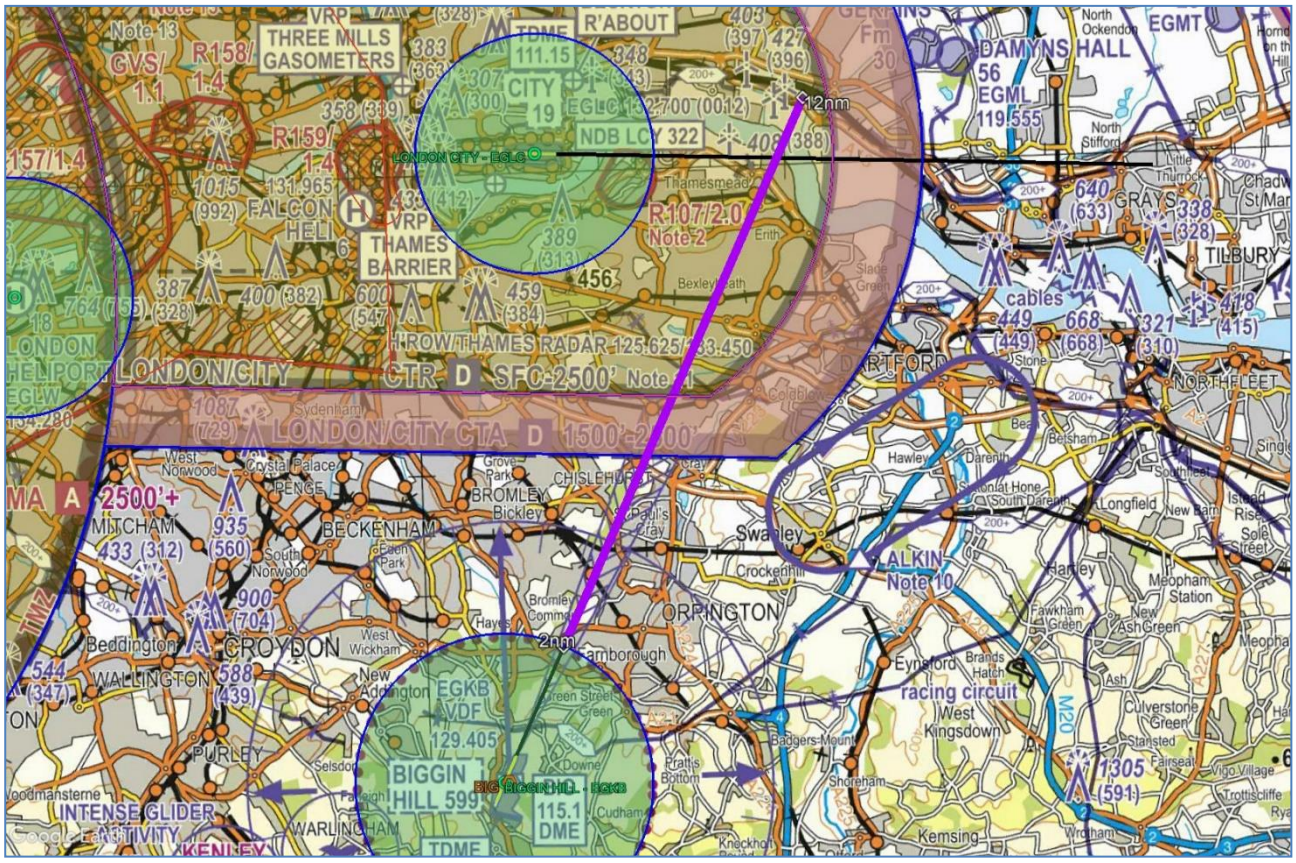



**Chart 8 – Serial A11**

*Profile 14 – 6nm to 2nm – 1,000ft*

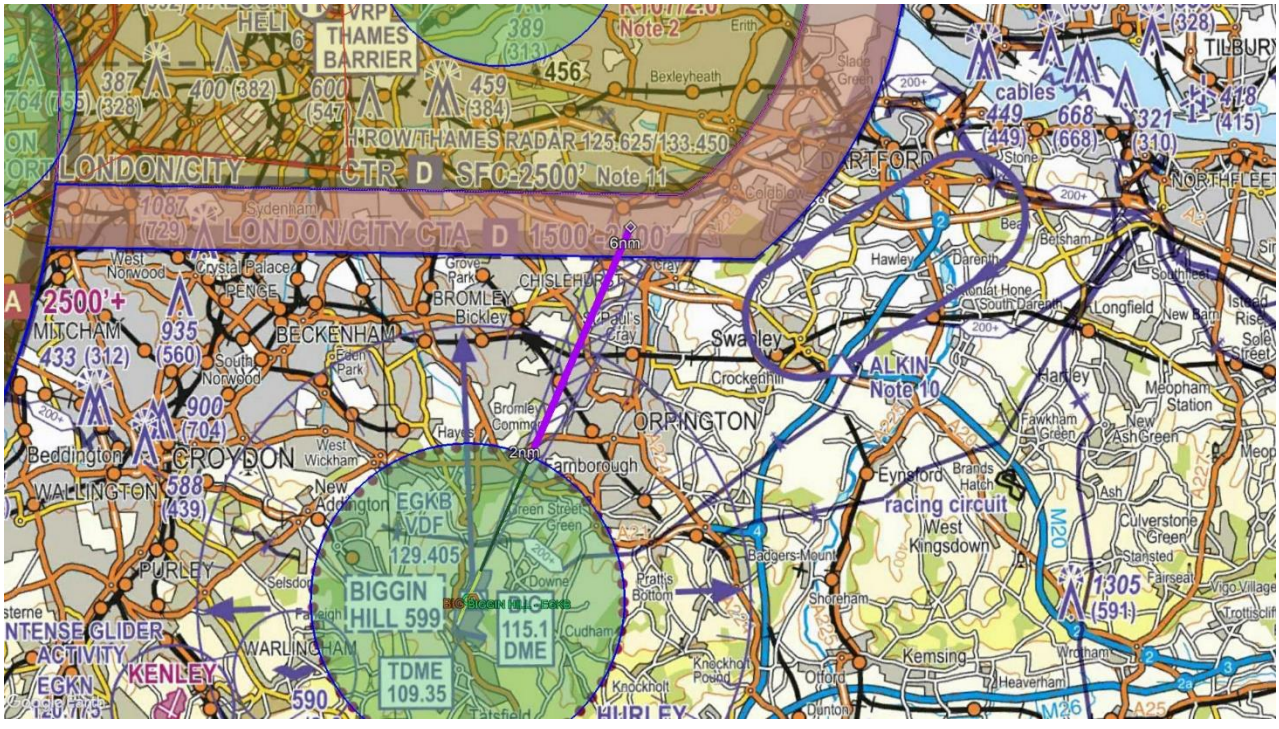


**Chart 9 – Serials A12, A13**

*Profile 01 – 6nm to 0.5nm – 1,500ft to 200ft*

*Protection from 5nm*

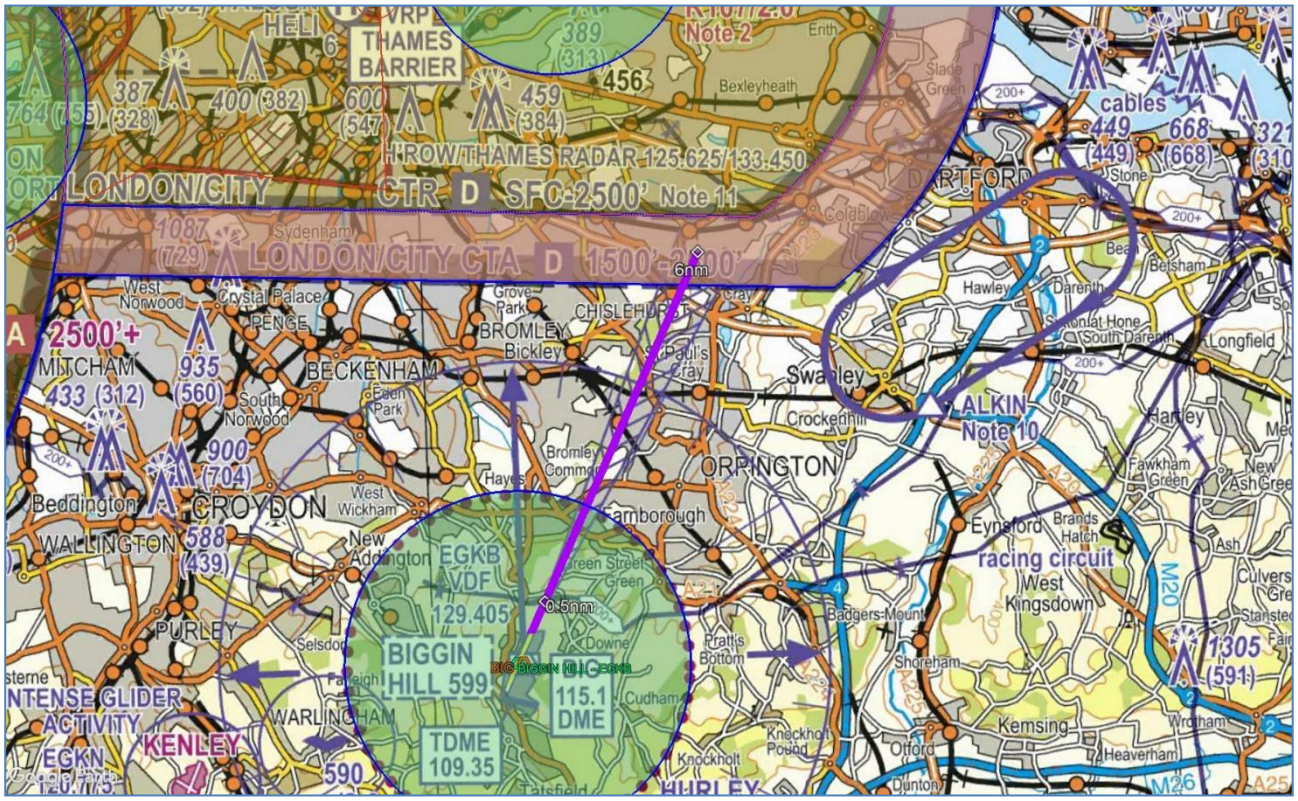



**Chart 10 – Serials A14**

*Profile 04 – Partial 6nm Orbit – 40º Either side of C/L – 1,500ft*

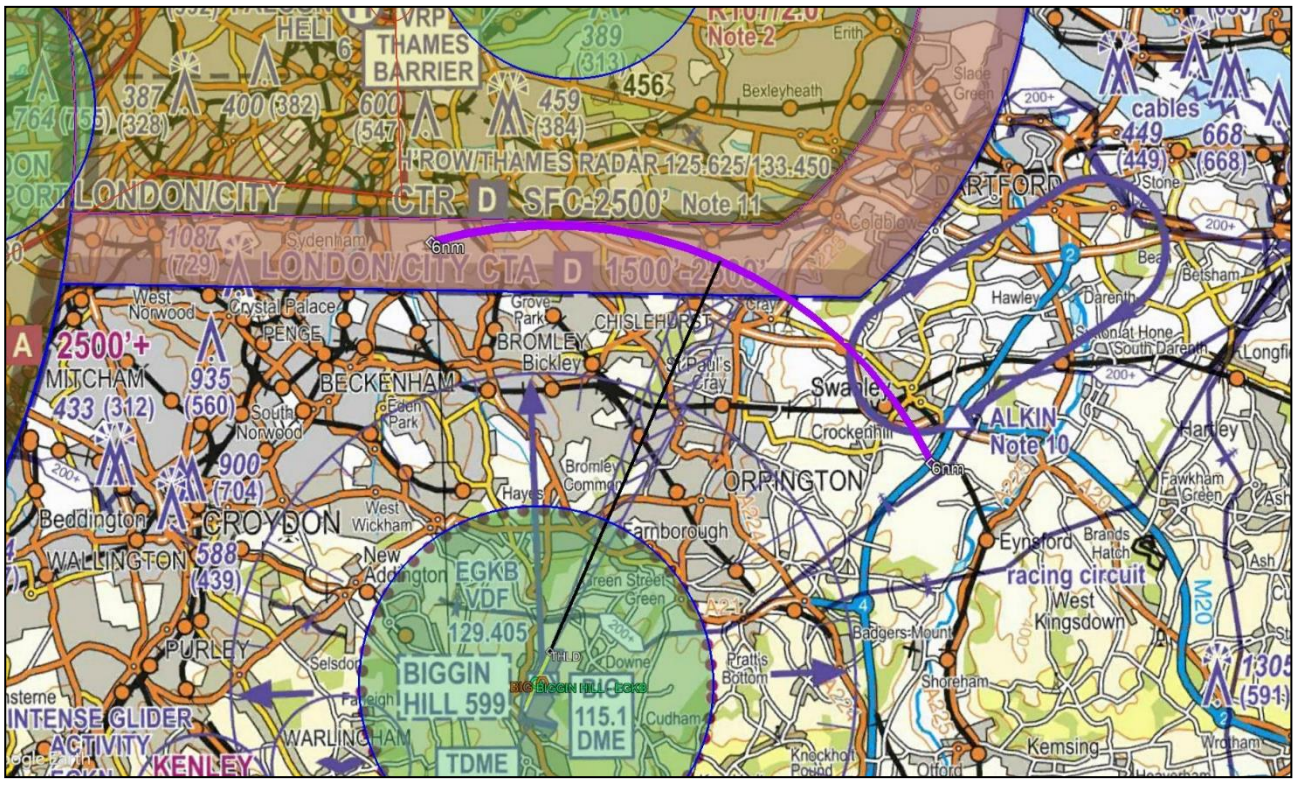


**Chart 11 – Serials A15**

*Profile 04 – Partial 17nm Orbit – 40º Either side of C/L – 2,000ft*

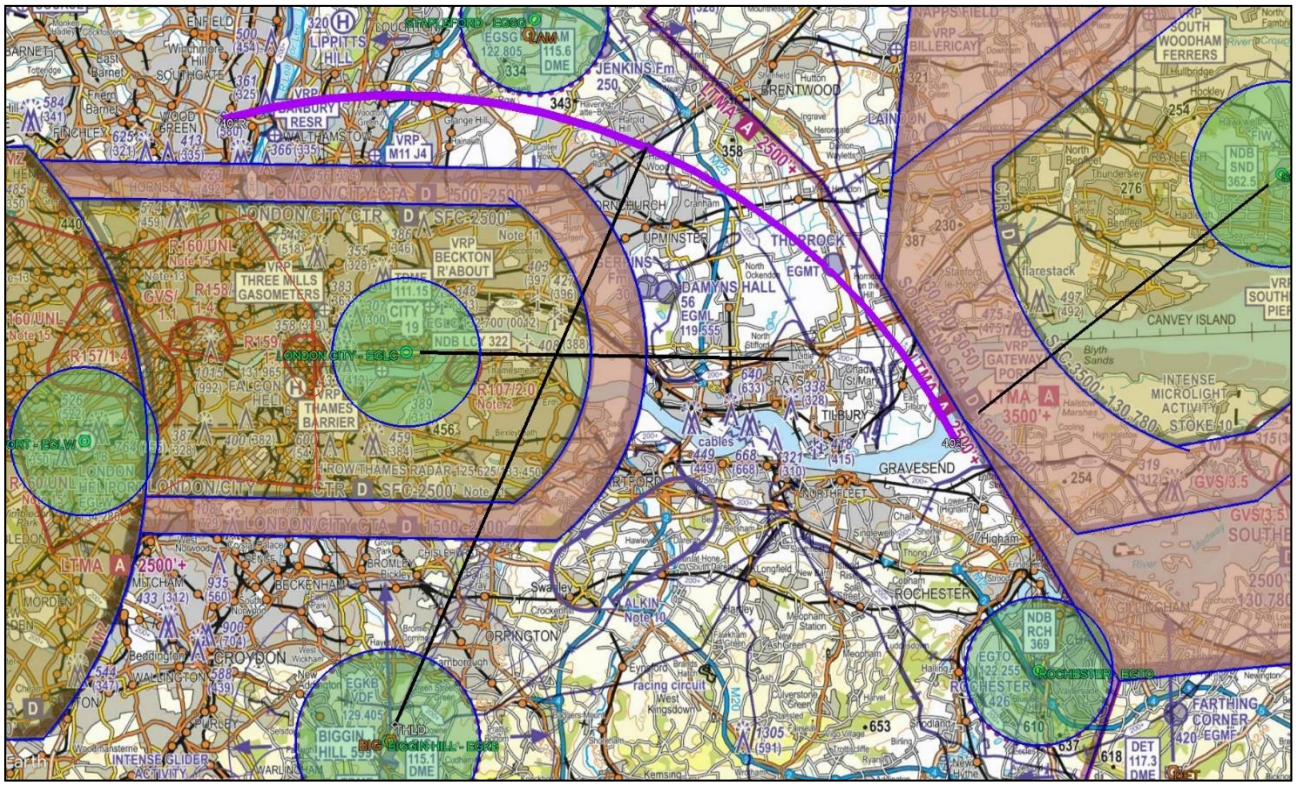



**Chart 12 – Serials A16**

*Profile 04 – Partial 25nm Orbit – 15º Either side of C/L – 2,000ft*

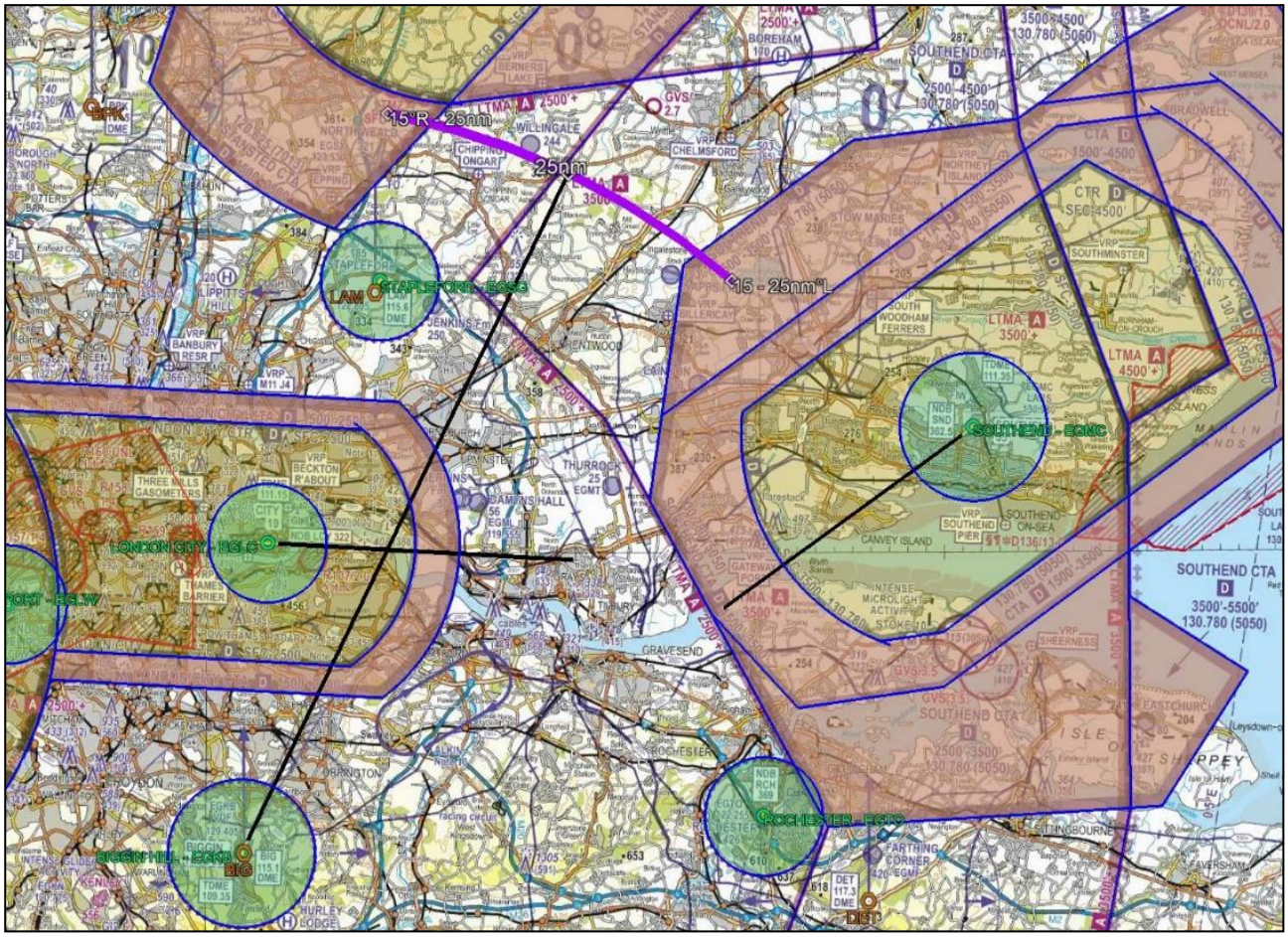


**Chart 13 – Serials A17**

*Profile 14 –25nm to THLD –2,000ft to 1,000ft*