

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-10-0043	1.0	22/09/2022	13/09/2022

## NAVAID CALIBRATION GLASGOW VOR/DME

### NDS

**Subject to NOTAM: No**

**Date(s) of activity/Validity:**

01<sup>st</sup> October 2022 – 30<sup>th</sup> April 2023

**Times - ALL TIMES UTC<sup>1</sup>**

07:00 – 17:00 (08:00 – 18:00)

**Vertical Limits:**

3,000ft AMSL – FL100

**Allocated Mode 3A (SSR):**

0024

**Aircraft Details:**

Type: PA31  
Callsign: VORxx

**NDS Approved:**

*Yes – Subject to the Conditions in Section 2*

**Event Sponsor(s):**

NATS CTC (Attn: Richard Handford)  
4000 Parkway,  
Whiteley,  
Fareham,  
PO15 7FL  
01489 615365  
[Richard.Handford@nats.co.uk](mailto:Richard.Handford@nats.co.uk)

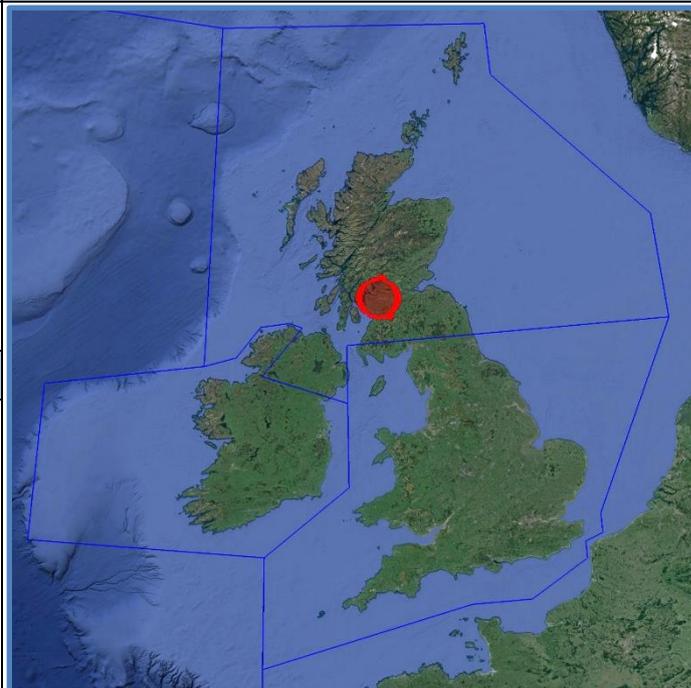
**Aircraft Operator(s):**

Flight Calibration Services (Attn: Chris Tutt)  
Calibration House  
17-19 Cecil Pashley Way  
Shoreham Airport  
Shoreham-by-Sea  
West Sussex  
BN43 5FF  
01243 538245  
[operations@flight-cal.com](mailto:operations@flight-cal.com)

**ATS Units/  
Controlling Agencies:**

Glasgow 0141 840 8029  
Prestwick 01292 511107  
Prestwick ACC 01294 655300  
*Info: Edinburgh*

**Geographical Limits:**



**Airspace Reservations:**

Nil

**Departure/Destination Aerodrome(s)**

EGPF

**ACN Issued by:**

AS3

<sup>1</sup> **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](mailto: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 calibration of the Glasgow (GOW) VOR/DME.

16. **This ACN replaces ACN 2019-05-0180.**

17. **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.

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, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*), and attracts no priority.

19. **Serials.** The aircraft is required to conduct the following serials. Serial A1 must be completed before any other serial, however the subsequent order is non-specific:

<u>Serial No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	20NM anti-clockwise Orbit	5,500ft	2 x Orbits EGPF QNH
A2	R009 to 25D (RNAV Route N560 GOW-RIMOL)	FL100	
A3	R152 to 25D (RNAV Route L612 GOW-DCS)	FL90	
A4	Glasgow RWY 05 VOR/DME IAP	3,000ft	EGPF QNH
A5	Glasgow RWY 23 VOR/DME IAP	3,000ft	EGPF QNH

20. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.

21. **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.

22. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following unit:

- a. Glasgow 119.100 MHz

23. 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.

24. **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.

## 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 – Overview

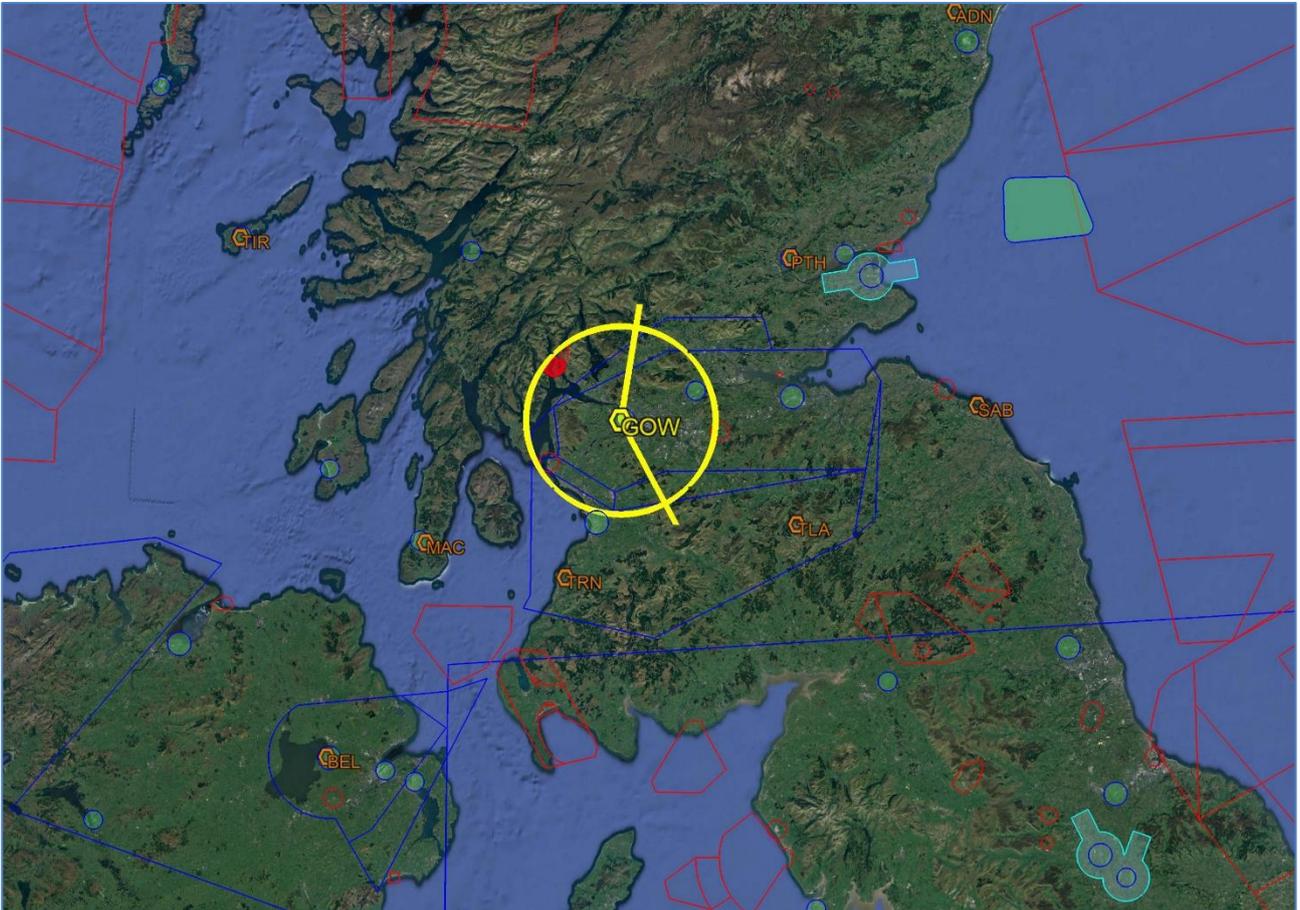


Chart 2 – Serial A1  
5,500ft AMSL (PF QNH)



Chart 3 – Serial A2  
FL100

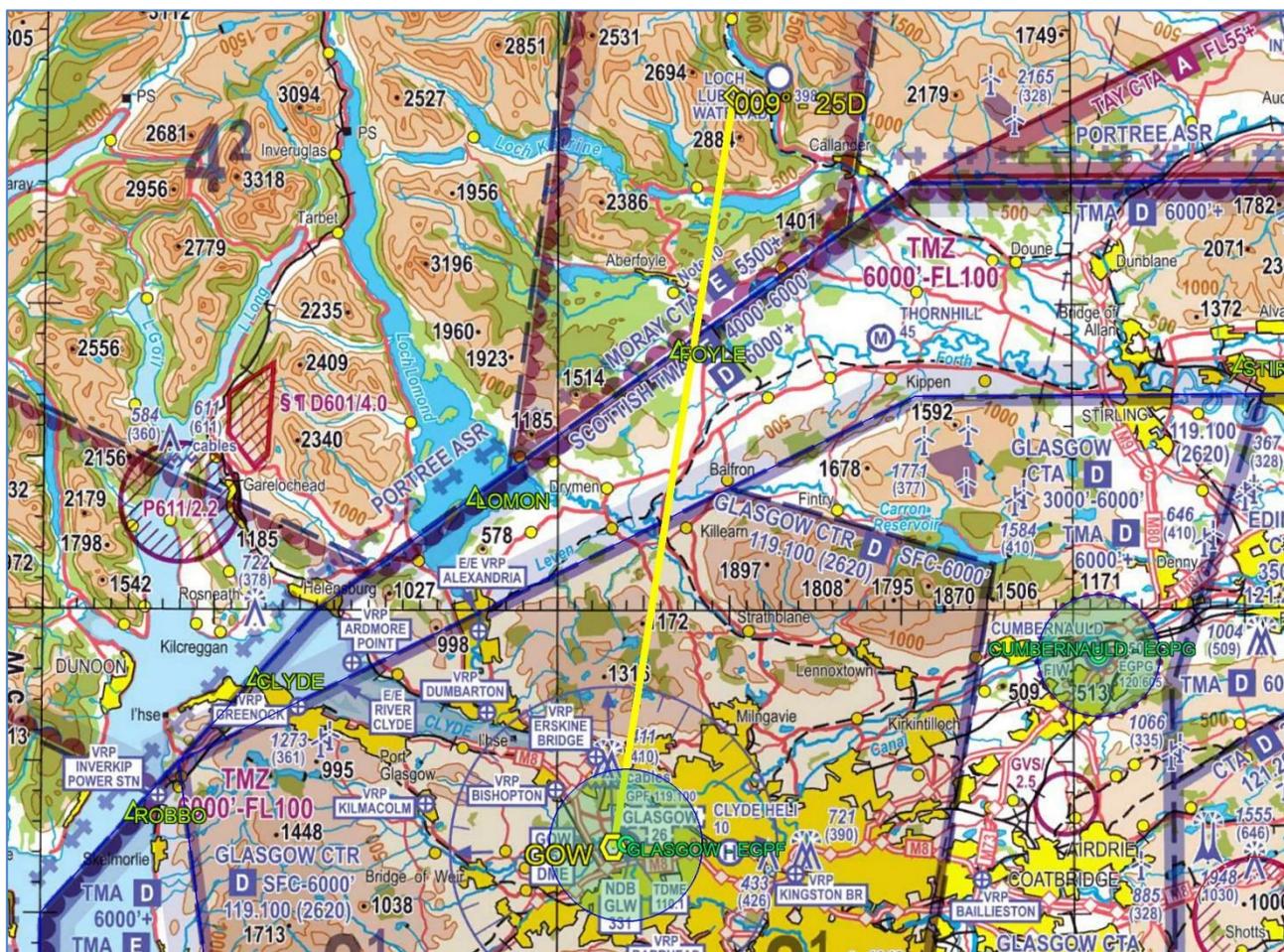


Chart 4 – Serial A3  
FL90

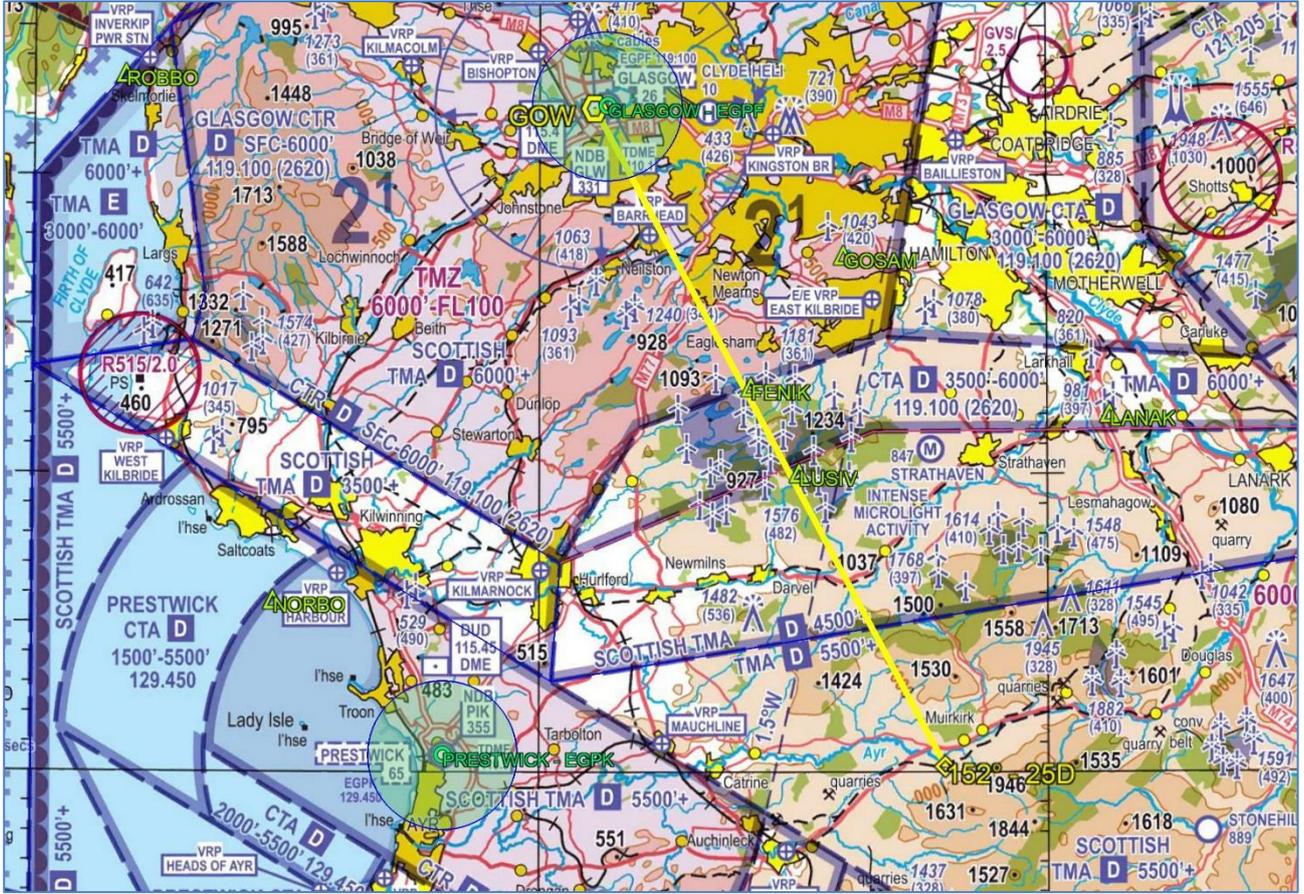
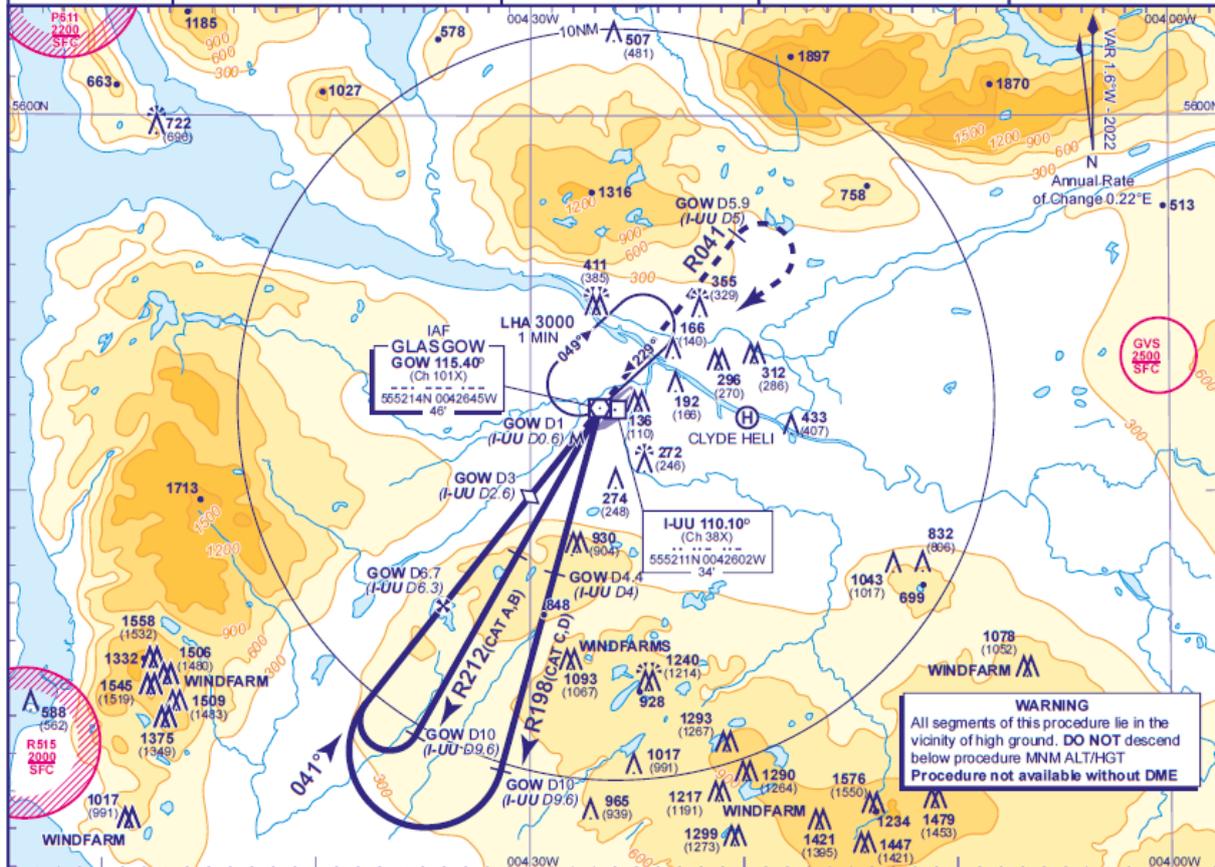


Chart 5 – Serial A4  
3,000ft (PF QNH)

INSTRUMENT APPROACH CHART - ICAO

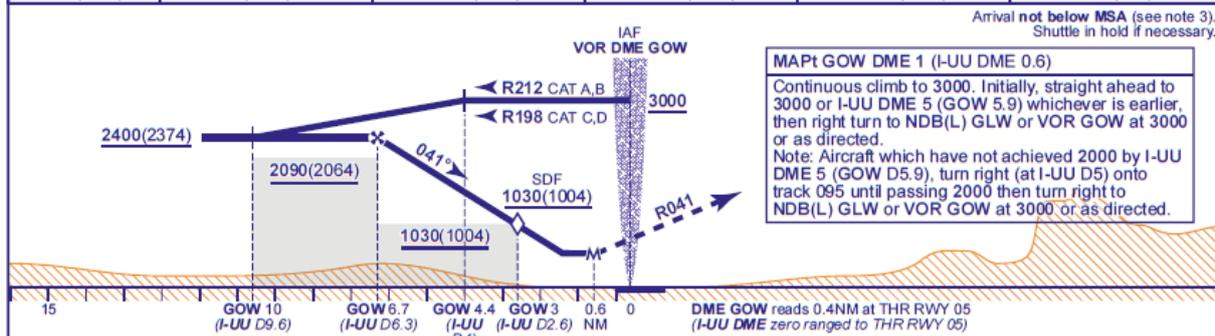
GLASGOW  
VOR/DME  
RWY 05  
(ACFT CAT A,B,C,D)

	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
	TWR 118.805	GLASGOW TOWER	THR ELEVATION 26
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1550) (ABOVE THR)
	RAD 119.100, 125.250, 128.755	GLASGOW RADAR	BEARINGS ARE MAGNETIC
	ATIS 129.575	GLASGOW INFORMATION	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 6.1%, 371FT/NM

DME GOW(I-UU)	6(5.6)	5(4.6)	4(3.6)	3(2.6) (SDF)	2(1.6)
ALT(HGT)	2140(2114)	1770(1744)	1400(1374)	1030(1004)	660(634)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH) Procedure	510(484)	510(484)	510(484)	510(484)		FT/MIN	990	870	740	620	490
VM(C)OCA (OCH AAL) Total Area	800(774)	800(774)	1400(1374)	1700(1674)							

NOTE 1 FAT offset 7.5° south of extended RWY 05 C/L.  
 2 Aircraft commencing the procedure from the hold will normally do so from not below 4000.  
 3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is 7000. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.  
 4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (11/21): MAG VAR.  
 AERO INFO DATE 13 AUG 21

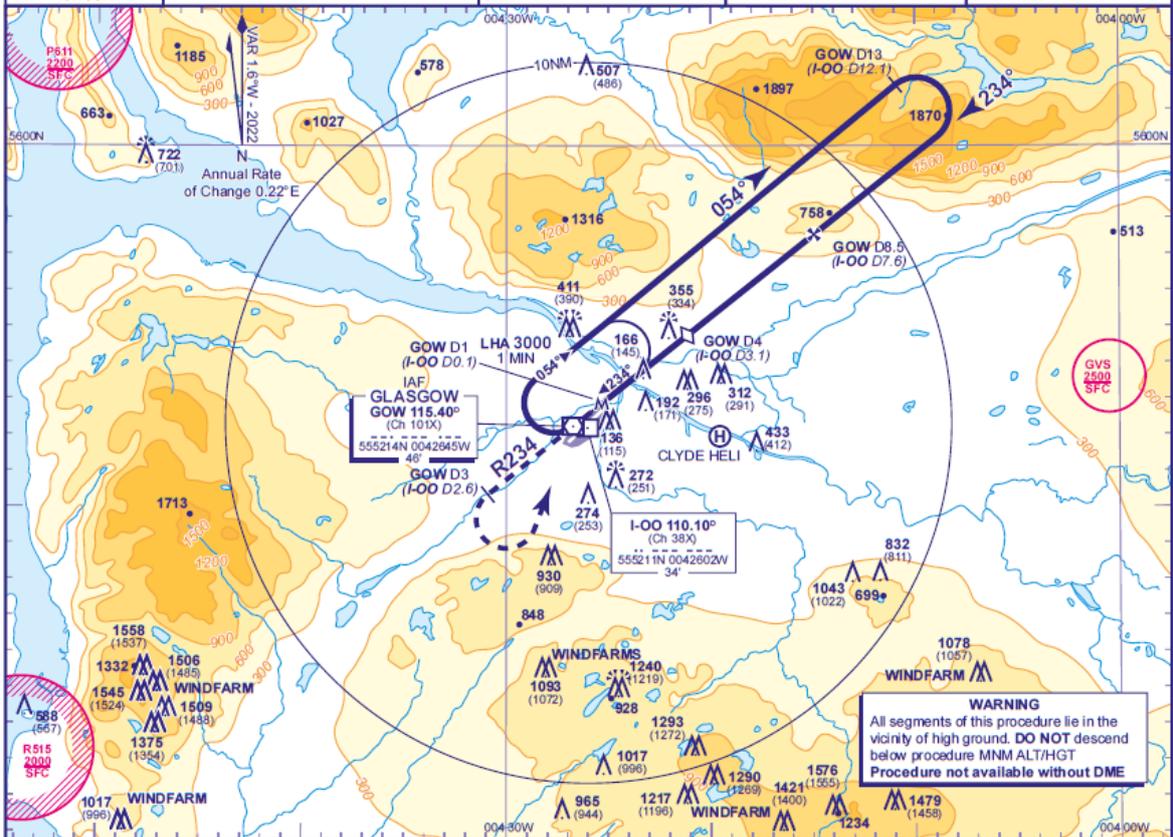
AD 2-EGPF-8-4

## Chart 6 – Serial A5 3,000ft (PF QNH)

### INSTRUMENT APPROACH CHART - ICAO

**GLASGOW  
VOR/DME  
RWY 23  
(ACFT CAT A,B,C,D)**

	APP 119.100	GLASGOW APPROACH	AD ELEVATION 26
	TWR 118.805	GLASGOW TOWER	THR ELEVATION 21
	121.705	GLASGOW GROUND	OBSTACLE ELEVATIONS 1576 AMSL (1555) (ABOVE THR)
	RAD 119.100, 125.250, 128.755	GLASGOW RADAR	TRANSITION ALTITUDE 6000
	ATIS 129.575	GLASGOW INFORMATION	BEARINGS ARE MAGNETIC

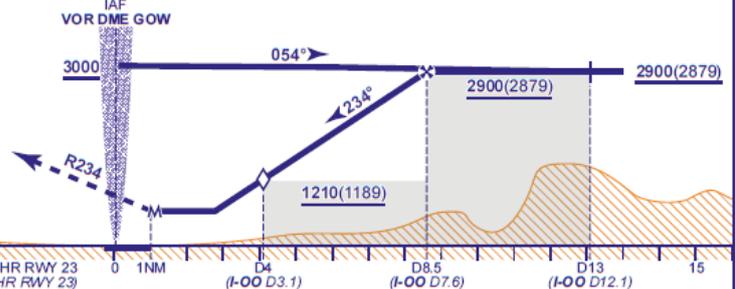


RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME GOW(I-OO)	8(7.1)	7(6.1)	6(5.1)	5(4.1)	4(3.1) (SDF)	3(2.1)
ALT(HGT)	2700(2679)	2330(2309)	1960(1939)	1590(1569)	1210(1189)	840(819)

Arrival not below MSA (see note 3).  
Shuttle in hold if necessary.

**MAPt GOW DME 1 (I-OO DME 0.1)**  
Continuous climb to 3000. Initially, on GOW R234 to 2500 or GOW DME 3 (I-OO DME 2.6) whichever is later, then climbing left turn to hold at VOR GOW at 3000 or as directed.



DME GOW reads 0.9NM at THR RWY 23 (I-OO DME zero ranged to THR RWY 23)		0	1NM	D4 (I-OO D3.1)	D8.5 (I-OO D7.6)	D13 (I-OO D12.1)	15
Aircraft Category	A	B	C	D	Rate of descent	G/S KT	FT/MIN
OCA (OCH) Procedure	610(589)	610(589)	610(589)	610(589)		160	990
						140	870
						120	740
						100	620
						80	500
VM(C)OCA (OCH AAL) Total Area	800(774)	800(774)	1400(1374)	1700(1674)			

- NOTE 1** FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (GOW DME 2.4).  
**NOTE 2** Aircraft commencing the procedure from the hold will normally do so from not below 4000.  
**NOTE 3** Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is 7000. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.  
**NOTE 4** Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (11/21): MAG VAR.

AERO INFO DATE 13 AUG 21

AD 2-EGPF-8-9