

**IRSPACE CO-ORDINATION NOTICE**

Safety and Airspace Regulation Group



<b>ACN Reference:</b>	<b>Version:</b>	<b>Date:</b>	<b>Date of Original</b>
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<b>AR-2025-2486</b>	<b>1.0</b>	<b>13/05/2025</b>	<b>06/05/2025</b>
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Civil Aviation Authority

## NAVAID CALIBRATION SUMBURGH VOR/DME (THALES)

NDS

**Subject to NOTAM: No****Date(s) of activity/Validity:**

13 May 25 – 31 Jul 27

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

0800-2000Z

**Vertical Limits:**

1000ft AMSL – FL200

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

0024

**Aircraft Details:**

Type: B200  
Callsign: CLBxx

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

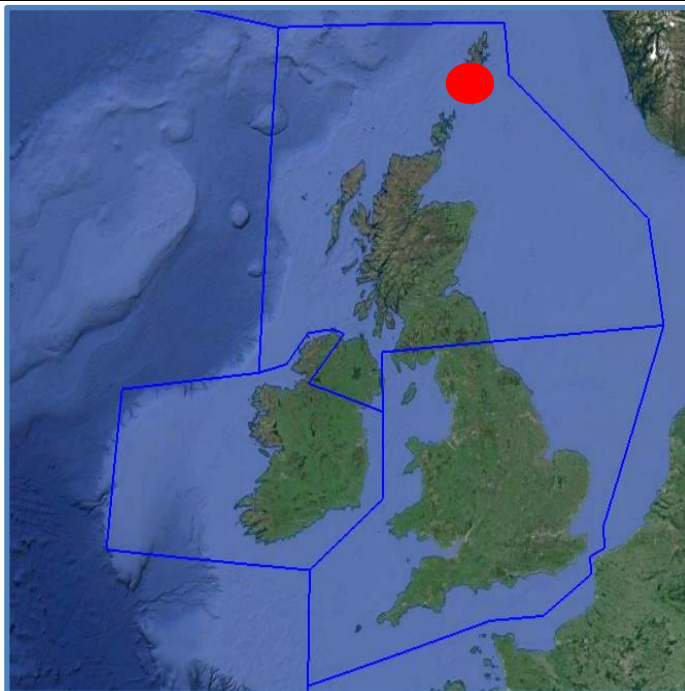
The Operations Officer  
Thales Flight Inspection Service  
Teesside International Airport  
Darlington  
DL2 1LU  
01325 335346

**Aircraft Operator(s):**

The Operations Officer  
Thales Flight Inspection Service  
Teesside International Airport  
Darlington  
DL2 1LU  
01325 335346

**ATS Units/****Controlling Agencies:**

Aberdeen (Sumburgh Radar)	01224 727160
Prestwick ACC	01294 655300
Sumburgh Tower	01950 461008
Swanwick Mil (78 Sqn) – North	01489 612943

**Geographical Limits:****Airspace Reservations:****Departure/Destination Aerodrome(s)**

EGPB/EGNV

**ACN Issued by:**

AU7

<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)  
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 Sumburgh 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. Outside CAS, the flight is CAT Z, however Air Traffic Service (ATS) providers are requested to try and afford the flight a non-deviating track where possible. **Aircraft is NOT RVSM approved.**

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

<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
2 x 20nm Orbits	3,000ft SUM QHN	1 x anti clockwise, 1 x clockwise
Radial 119 from 0-106nm	1000ft AMSL – FL200	Non-AIP route SUM-BEREP
Radial 285 from 0-30nm	1000ft AMSL – FL100	Non-AIP route AD2-EGPB-8-11
VOR/DME IAP for Sumburgh Airport RWY 09 (AD 2-EGPB-8-3).	2,100ft QNH	10nm orbit
VOR/DME IAP for Sumburgh Airport RWY 27 (AD 2-EGPB-8-8).	2,100ft	10nm orbit

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. Scottish Information | 134.850 MHz |
| b. Sumburgh Radar       | 131.300 MHz |
| c. Swanwick Mil – North | On Request  |

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 Unit 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)

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.
24. 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.
25. **Air-to-Air Refuelling Areas (AARAs).** For details of the AARAs see the UK AIP – ENR 5.2. Activation is by NOTAM, and when active, information can be obtained from Swanwick Mil.

## SECTION 3

### Area of Operation

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

Chart 1 – Overview

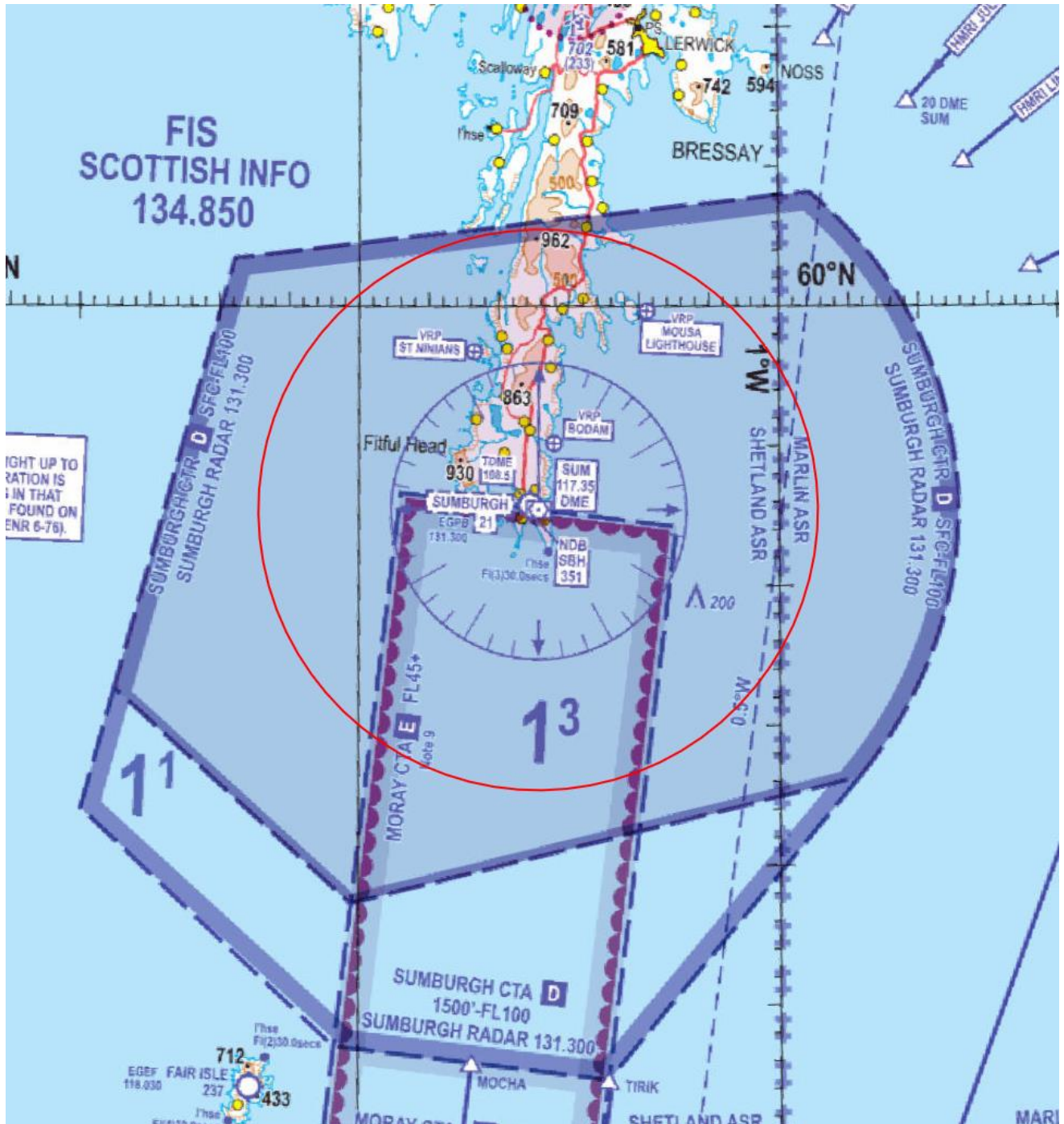


Chart 2 – Profile Overview

