

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
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AR-2025-4622	1.0	25/07/2025	18/07/2025
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Civil Aviation Authority

NAVAID Calibration Berry Head VOR DME (FCSL)

NDS

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

25 Jul 25 – 31 Jan 26

Times

08:00 – 18:00 Z

Vertical Limits:

4000ft – FL060

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: D62
Callsign: FlightCal 07

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

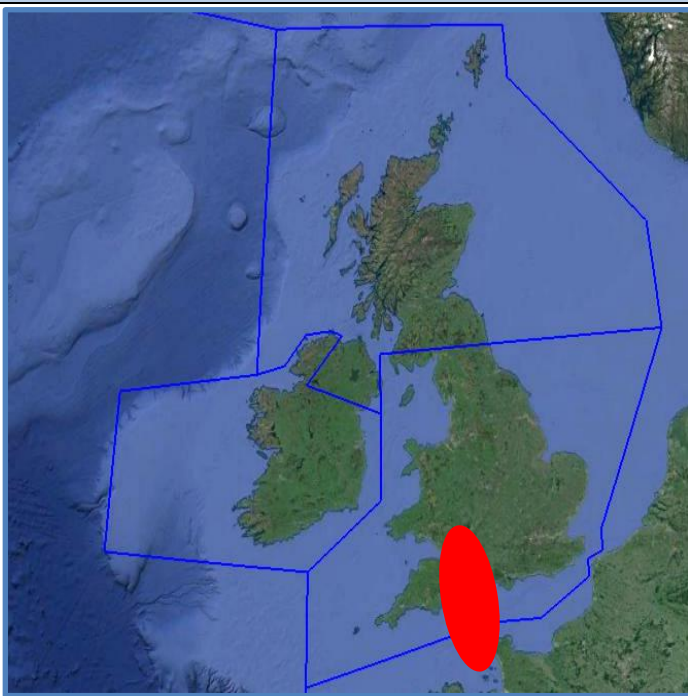
Richard Handford
NATS CTC
4000 Parkway,
Whiteley,
Fareham,
PO15 7FL
01489 615365
Richard.Handford@nats.co.uk

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
operations@flight-cal.com

ATS Units/**Controlling Agencies:**

Cardiff	01446 712562
Yeovilton	01935 455243
Exeter	01392 354918
Swanwick Mil West	01489 612417
Swanwick AC Shift Supervisor Desk	01489 612420
Western Radar	01489 585511
Plymouth Mil	01752 557808
Jersey Radar	01534 446086

Geographical Limits:**Airspace Reservations:**

EG D003 – 01725 557550
EG D004 – 01725 557550
EG D009 – 01725 557550
EG D011 – 01837 657210
EG D012 – 01725 557550
EG D013 – 01725 557550
EG D119 – 01935 455449

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) – AU3
Email: AROps@caa.co.uk
Tel: 01293 983880

23. **FIR Boundary crossing.** This ACN does not provide authorisation for FIR boundary crossing the sponsor is responsible for ensuring that authorisation has been granted prior to crossing.

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.

Chart 1 – Serial A1 – 20nm Orbit

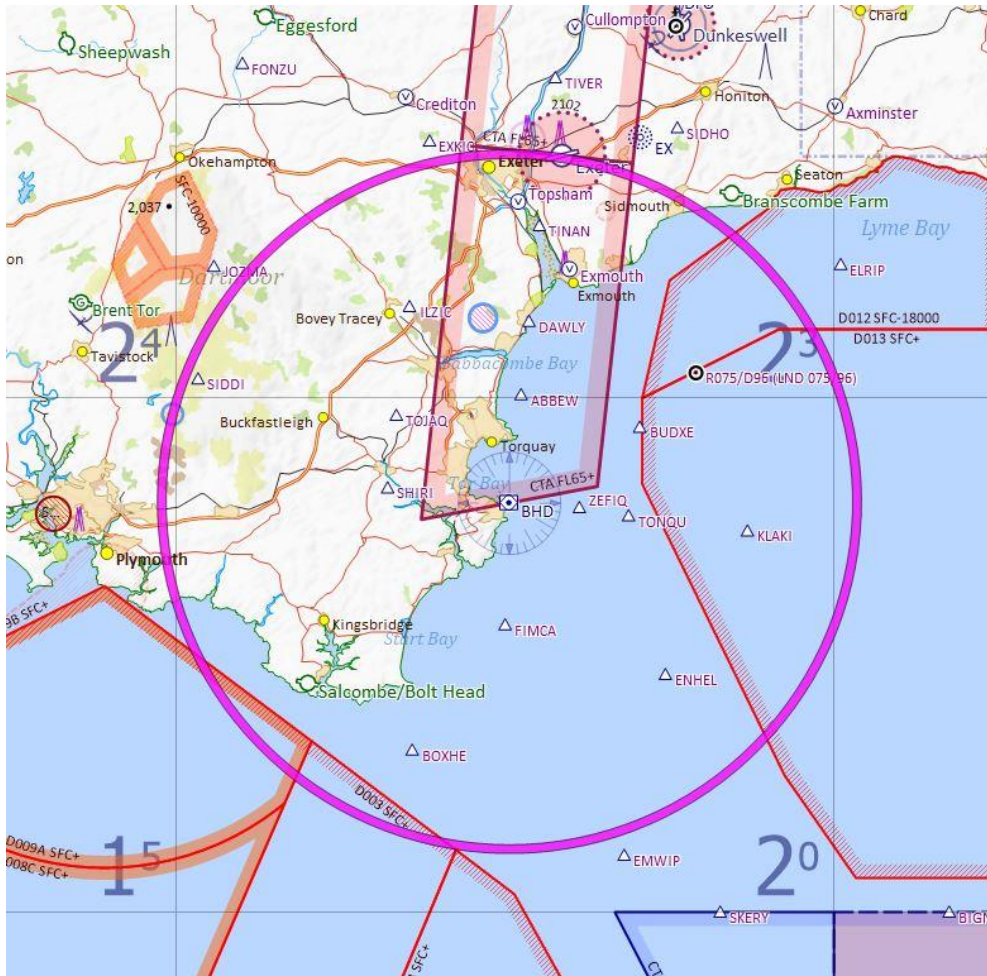


Chart 2 – Serial A2 and A3 – R007 to 51.7 D and R003 at 57D (Cardiff SID EXMOR 1A)

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

CARDIFF EXMOR 1A 1B

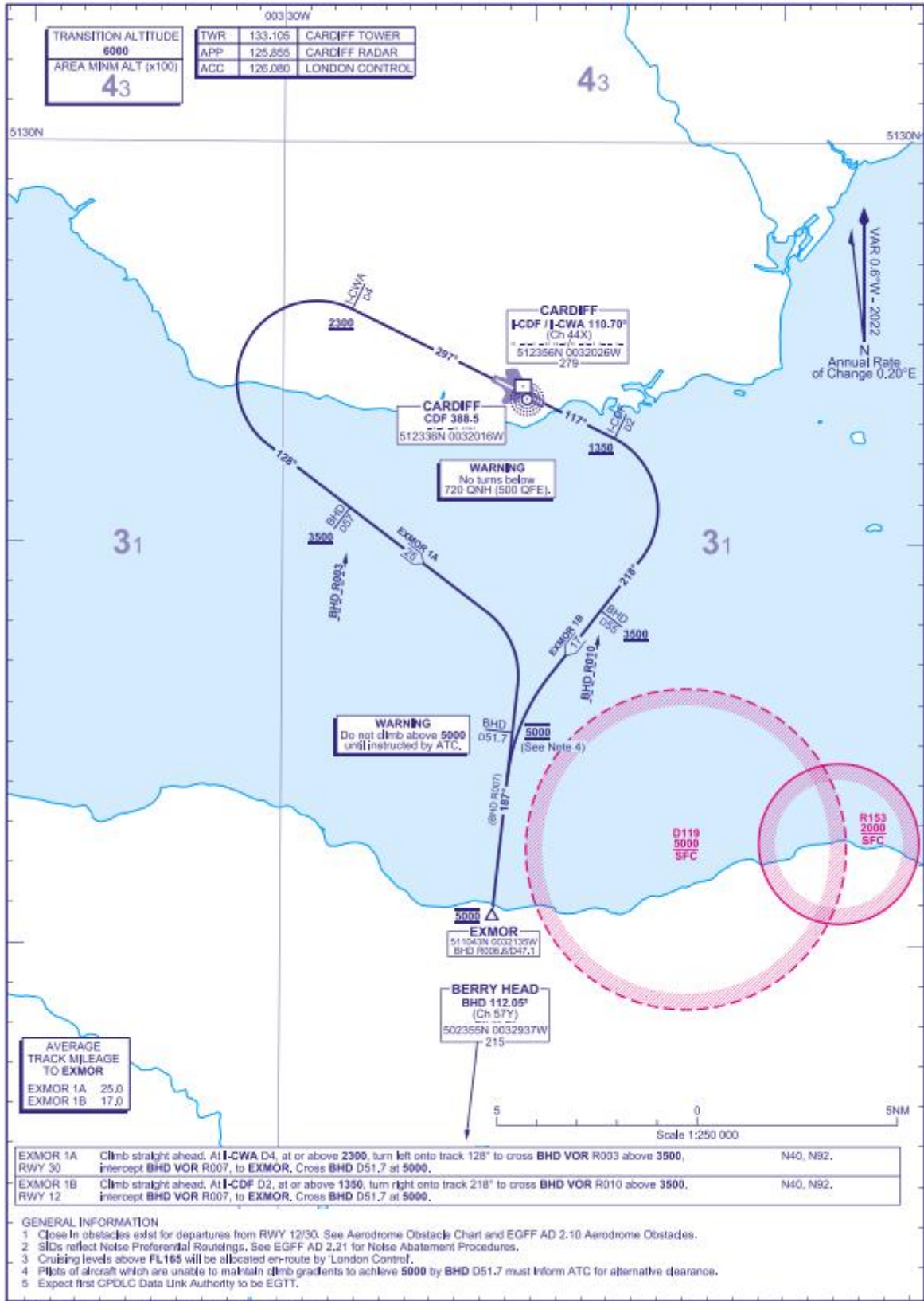


Chart 3 – Serial A4 – R153 to 53.8D (Guernsey SKERY 3E/3W SIDs)

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

GUERNSEY SKERY

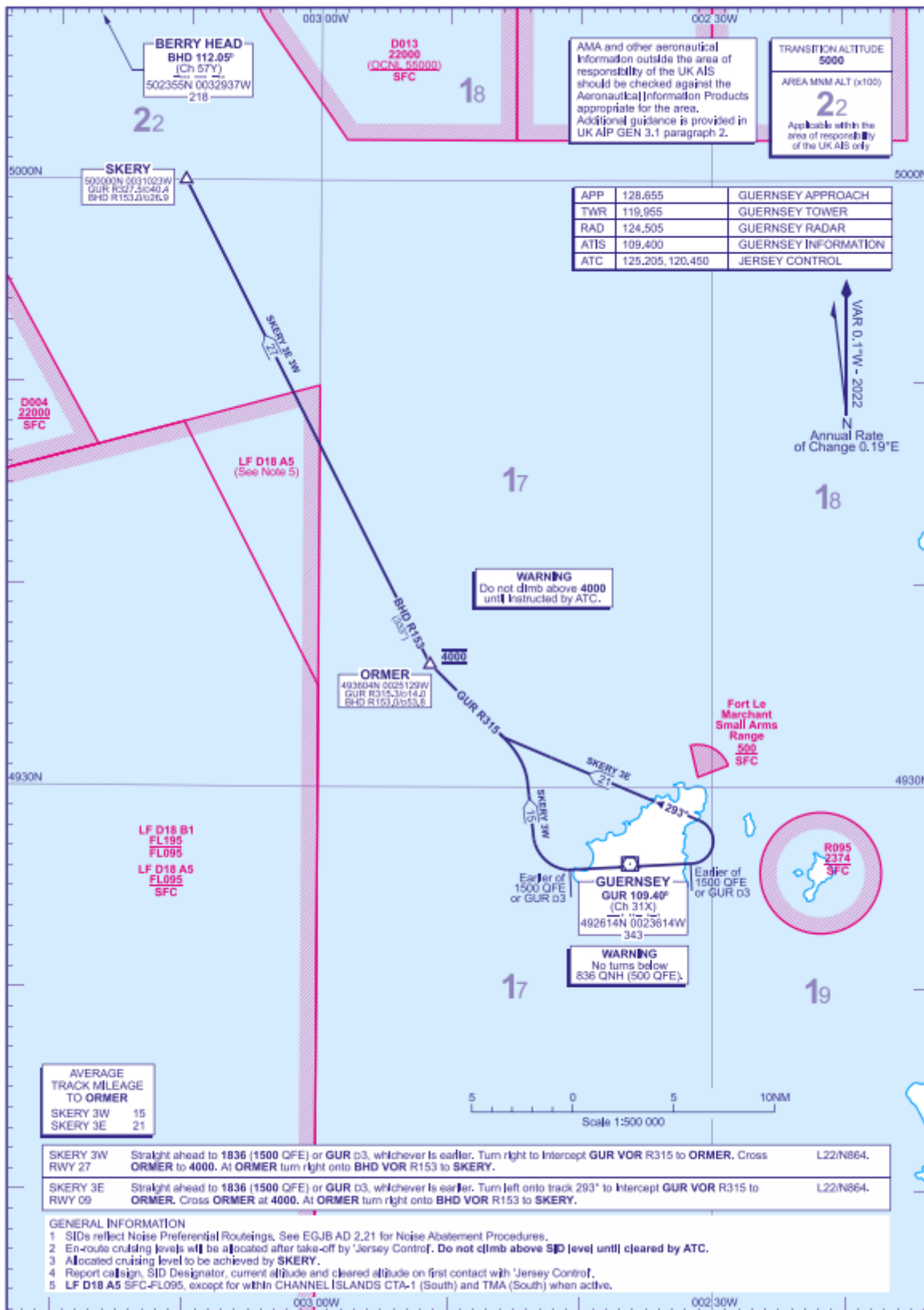


Chart 4 - Serial A5 – R205 to 49D (ANNET)



Chart 5 - Serial A6 – R280 to 20D

