AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

 ACN Reference:
 Version:
 Date:
 Date of Original

 AR-2025-4622
 1.0
 25/07/2025
 18/07/2025

Civil Aviation Authority

NAVAID Calibration Berry Head VOR DME (FCSL)

Times

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

25 Jul 25 – 31 Jan 26 08:00 – 18:00 Z

Vertical Limits: Allocated Mode 3A (SSR):

4000ft – FL060 0024

Aircraft Details: NDS Approved:

Type: D62
Callsign: FlightCal 07

Yes – Subject to the conditions in Section 2

Event Sponsor(s): Aircraft Operator(s):

Richard Handford Chris Tutt

NATS CTC

Accordant Handlord

Flight Calibration Services
Calibration House

4000 Parkway,
Whiteley,

Observe and Airmont

Fareham, Shoreham Airport Shoreham-by-Sea

PO15 7FL
01489 615365

Snorenam-by-Sea
West Sussex

Richard.Handford@nats.co.uk

BN43 5FF
01243 538245
operations@flight-cal.com

ATS Units/

Controlling Agencies:

Geographical Limits:

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

Airspace Reservations:

EG D003 - 01725 557550

EG D004 - 01725 557550

EG D009 - 01725 557550

EG D011 - 01837 657210

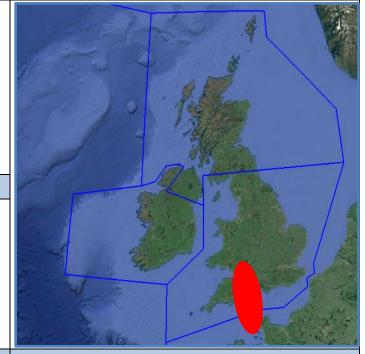
EG D012 - 01725 557550

EG D013 - 01725 557550

EG D119 - 01935 455449

Departure/Destination Aerodrome(s)

EGKA Shoreham AU3



ACN Issued by:

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: <u>AROps@caa.co.uk</u> Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

- 15. This ACN details flight profiles to conduct calibration of the Berry Head 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.
- 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.
- 18. **Serials.** The following serials are required by the aircraft; charts are shown in section 3.

Serial No	Description	Altitude/FL	Notes
A1	Position 20NM from BHD VOR to commence 20NM anti-clockwise Orbit	4,000ft AMSL	2 x 360° Orbit with a reference check point of R359 at 20NM on both TX.
A2	R007 from BHD to 51.7D (Cardiff SID EXMOR 1A)	5,000ft AMSL	
A3	R003 from BHD at 57D (Cardiff SID EXMOR 1A BHD fix)	3,500ft AMSL	Aircraft needs to pass over this point ONLY
A4	R153 from BHD to 53.8D (Guernsey SKERY 3E/3W SIDs)	4,000ft AMSL	
A5	R205 from BHD to 49D	FL60	
A6	R280 from BHD to 20D	4,000ft 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. Cardiff Freq - 119.155

b. Exeter Freq - 128.980

c. Swanwick Mil West On Request

d. Plymouth Mil LARS Freq - 121.255 and 124.150

- 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. **Special Use Airspace (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.

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.

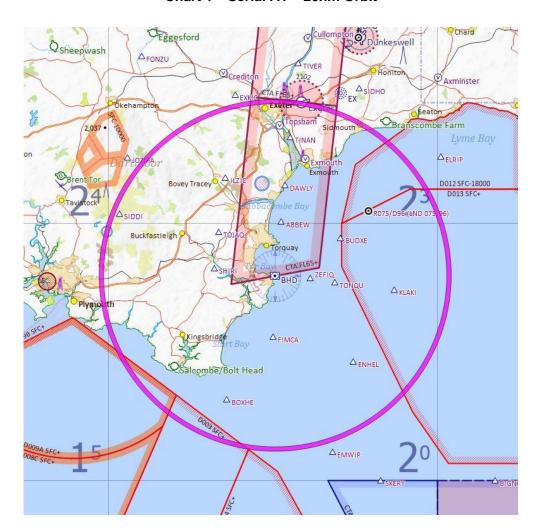


Chart 1 - Serial A1 - 20nm Orbit

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

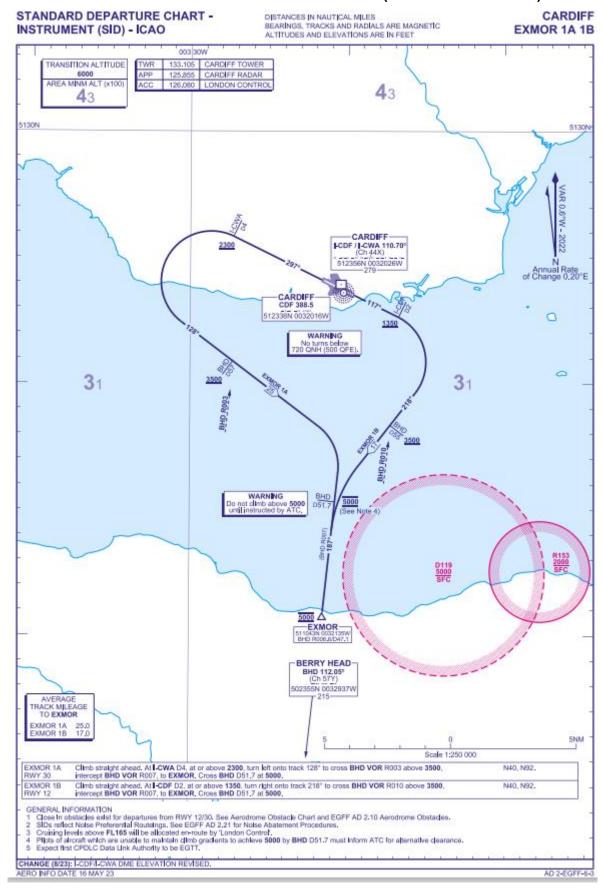


Chart 3 - Serial A4 - R153 to 53.8D (Guernsey SKERY 3E/3W SIDs)

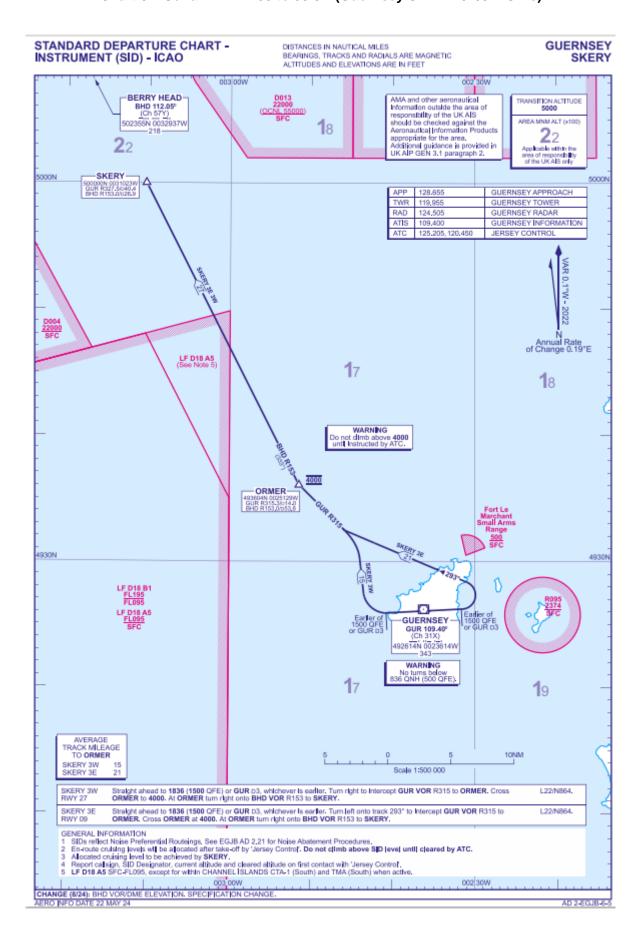


Chart 4 - Serial A5 - R205 to 49D (ANNET)



Chart 5 - Serial A6 - R280 to 20D

