AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

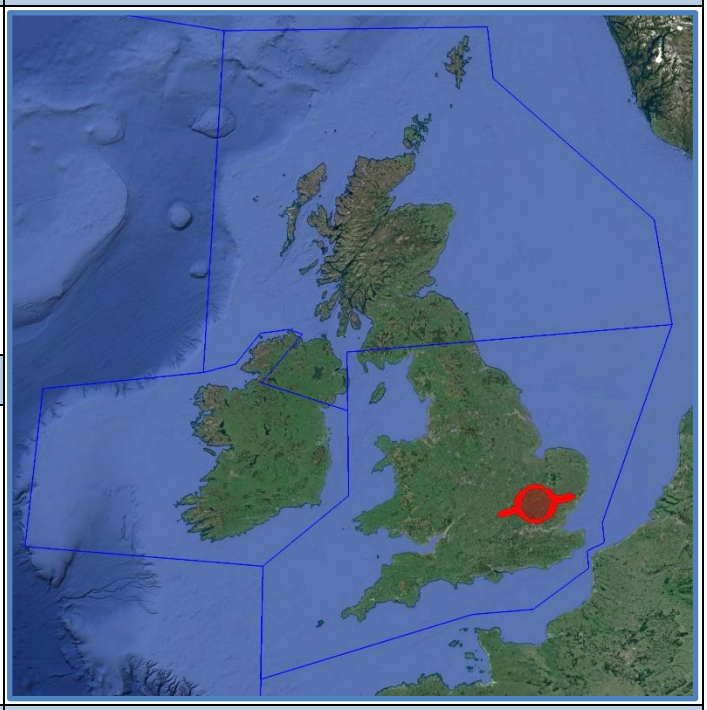
Civil Aviation Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2025-4543	1.0	25/07/2025	24/07/2025

NAVAID CALIBRATION
BARKWAY (BKY) VOR/DME

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times - ALL TIMES UTC[1]
25th July 2025 – 28th February 2026	22:30 – 04:30
Vertical Limits:	**Allocated Mode 3A (SSR):**
2,000ft – FL080	0024
Aircraft Details:	**NDS Approved:**
Type: DA62 Callsign: FlightCal07 *(FlightCal)*	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
Richard Handford NATS CTC 4000 Parkway, Whiteley, Fareham, PO15 7FL 01489 615365 Richard.Handford@nats.co.uk	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:	**Geographical Limits:**
Swanwick TC Desk ATSA 02380 401110	
Airspace Reservations:	
Nil.	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGBB	AU3

[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 flight profiles required to conduct a routine calibration of the Barkway (BKY) 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. At all other times, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers*,) and attracts no priority.

18. **Time.** The sponsor is able to commence the calibration earlier than notified on page one of this ACN, with the agreement of the TC Operations Supervisor.

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

Serial No	Description	Altitude/FL	Notes
A1	Position 10NM from BKY VOR to commence 10NM anti-clockwise Orbit	2,000ft AMSL	2 x 360º Orbit with a reference check point of R140 at 20NM on both TX.
A2	R084 to 26D (Stansted ILS Rwy 22 IAP – ABBOT Hold)	FL80	
A3	R254 to 26D (Luton JULIET SID Eastbound to BKY)	4,000ft AMSL	

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.** The calibration area is within the coverage of the following unit:

a. Swanwick LTC *On Request*

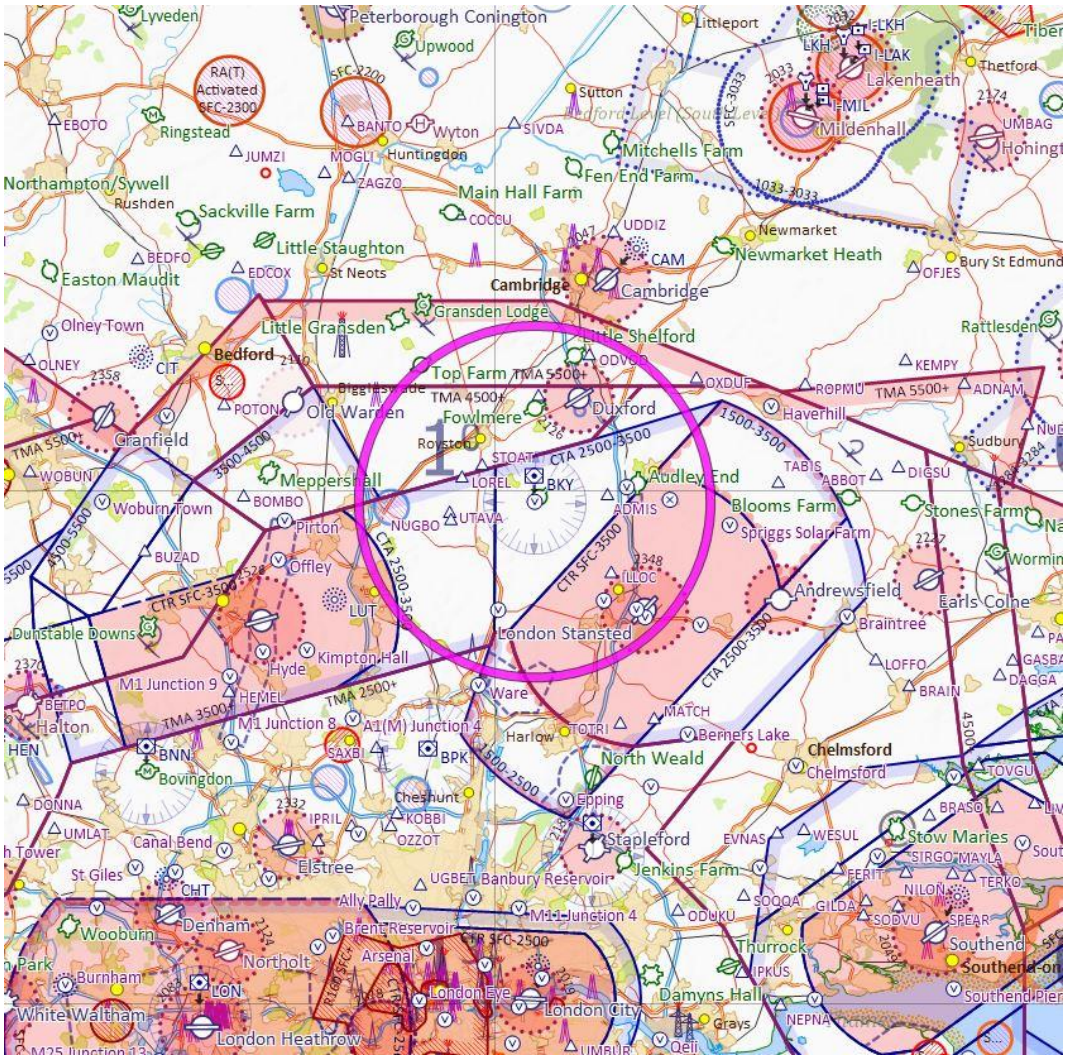
22. Availability of an ATS from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1, AD2 or UK Military AIP, shall be notified via NOTAM.

SECTION 3

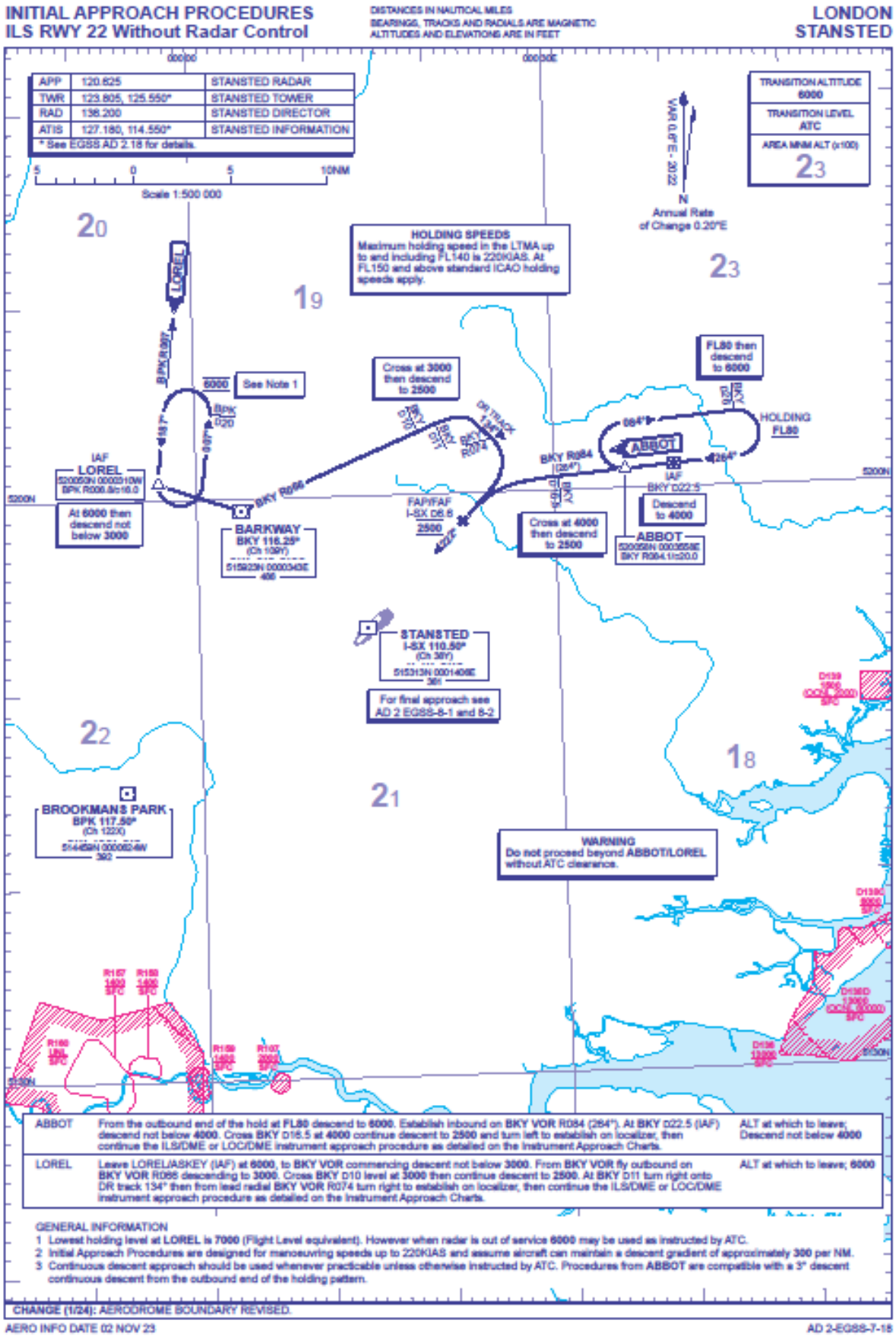
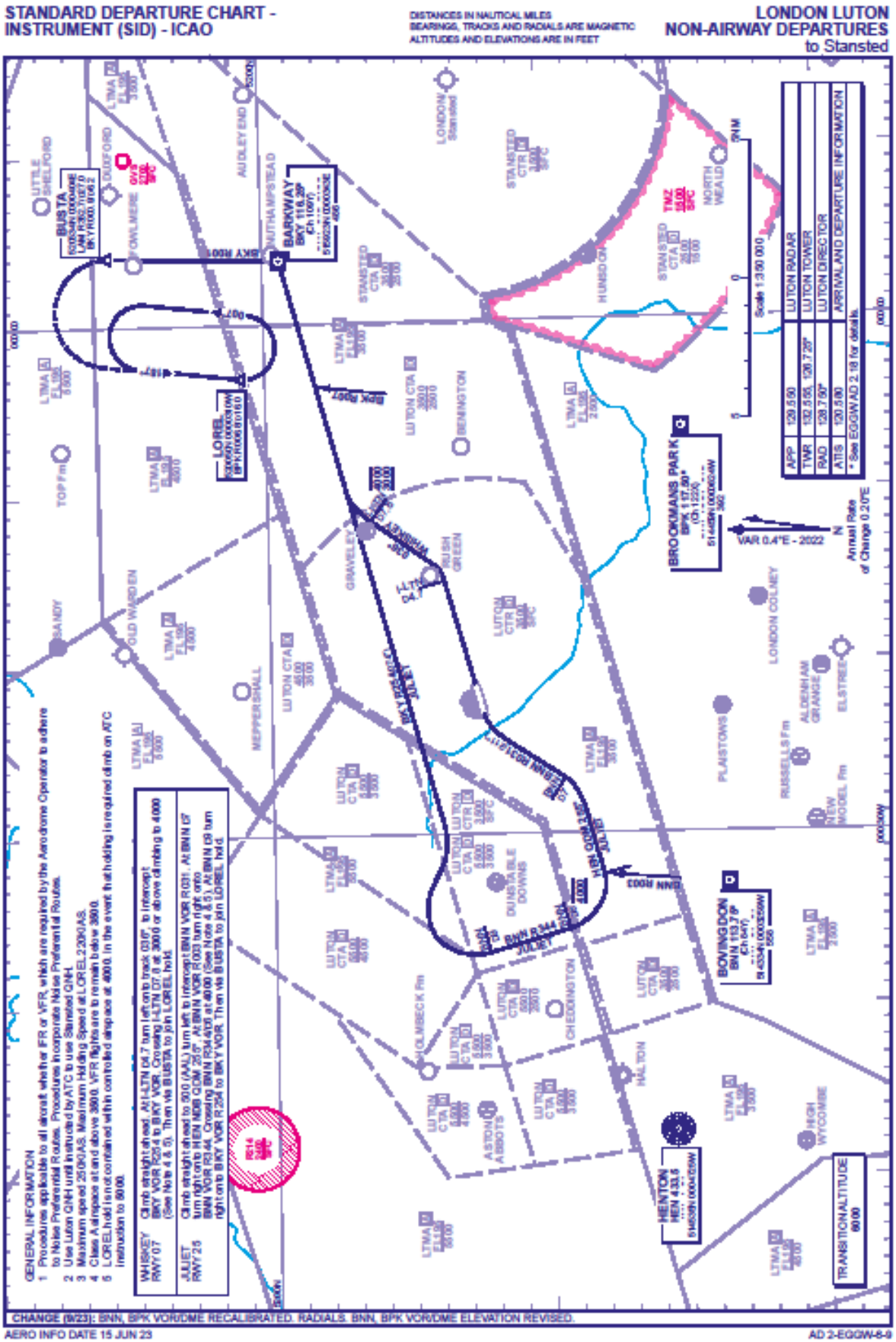
Area of Operation

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

Chart 1 – Serial A1 – 10nm Orbit



Charts 2 - Serial A2 – R084 to 26D (Stansted ILS Rwy 22 IAP – ABBOT Hold)



Charts 3 - Serial A3 – R254 to 26D (Luton JULIET SID Eastbound to BKY)