

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

Civil Aviation
Authority

ACN Reference:	Version:	Date:	Date of Original
AR-2025-4609	1.0	25/07/2025	18/07/2025

NAVAID Calibration Lands End 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:

2500ft – FL120

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: D62

Callsign: VOR 07

FlightCal

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

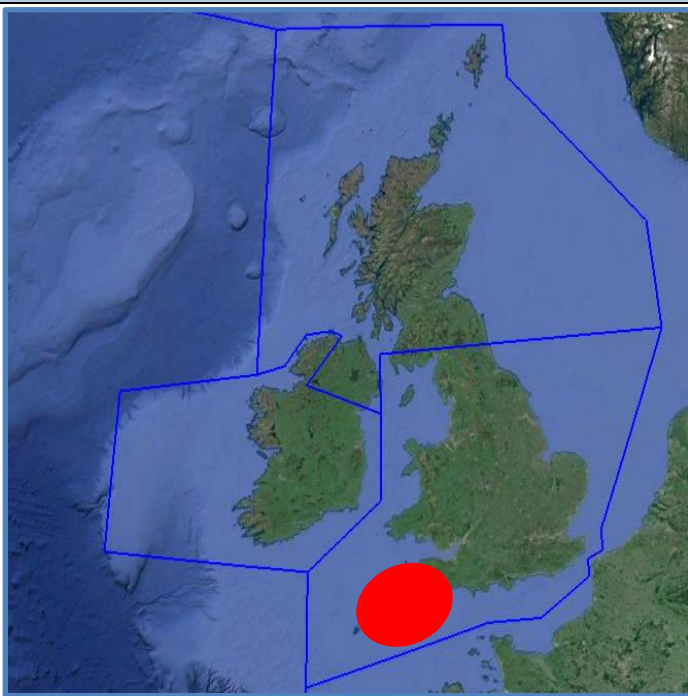
Richard Handford
NATS CTC
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01489 615365
Richard.Handford@nats.co.uk

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:**

Culdrose	01326 552415
Swanwick Mil West	01489 612417
Plymouth Mil	01752 557808
Swanwick AC Shift Supervisor Desk	01489 612420
Western Radar	01489 585511
Brest ACC	+33 (2) 98 37 34 50

Geographical Limits:**Airspace Reservations:**

D007	01752 557550
D012	01752 557550
D013	01752 557550

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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details flight profiles to conduct calibration of the Lands End 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 LND VOR to commence 20NM anti-clockwise orbit	2,500ft AMSL	2 x 360° Orbit with a reference check point of R078 at 20NM on both TX.
A2	R075 from LND to D96 (LND towards SAM)	FL110	
A3	R192 from LND to D52 (LND-CAMBO)	FL60	
A4	R350 from LND to D112 (LND-BANBA)	FL120	
A5	R150 from LND to D20	2,500ft 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. Culdrose | 134.055 MHz |
| b. Swanwick Mil West | On Request |
| c. Plymouth Mil LARS | 121.255 MHz |

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.

Chart 2 – Serial A2 – R075 LND to 96D

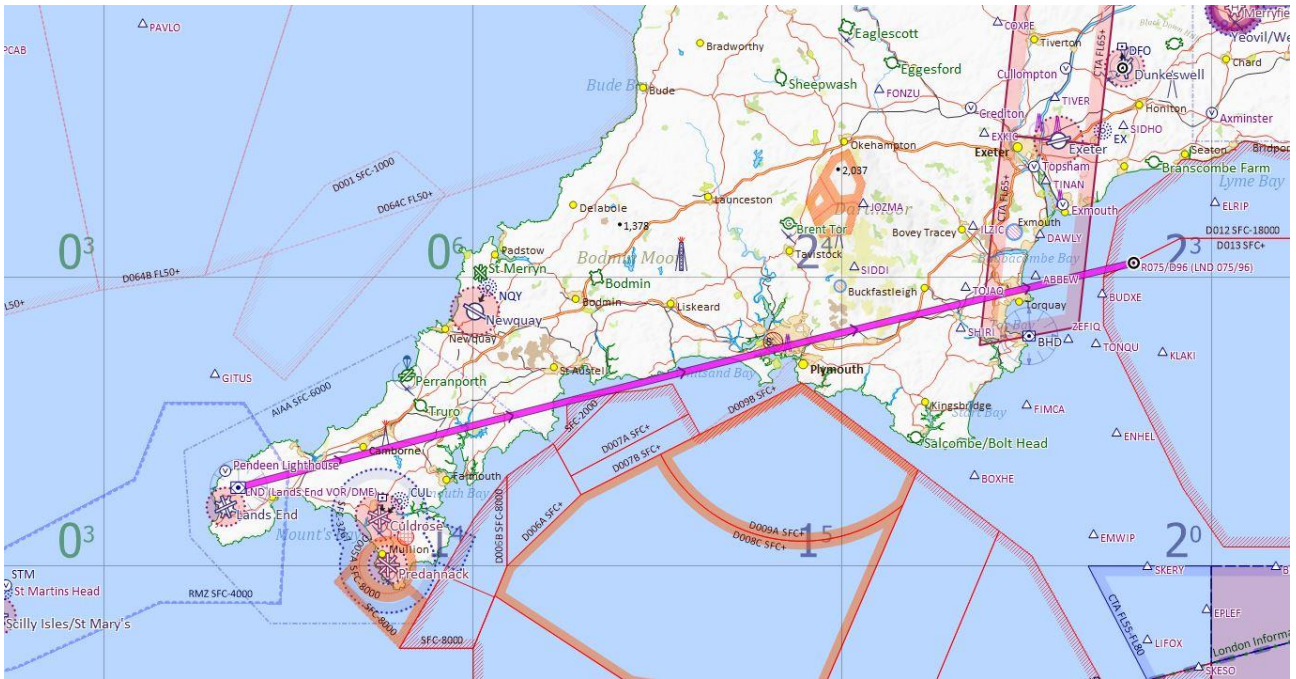


Chart 3 – Serial A3 – R192 LND to 52D (CAMBO)

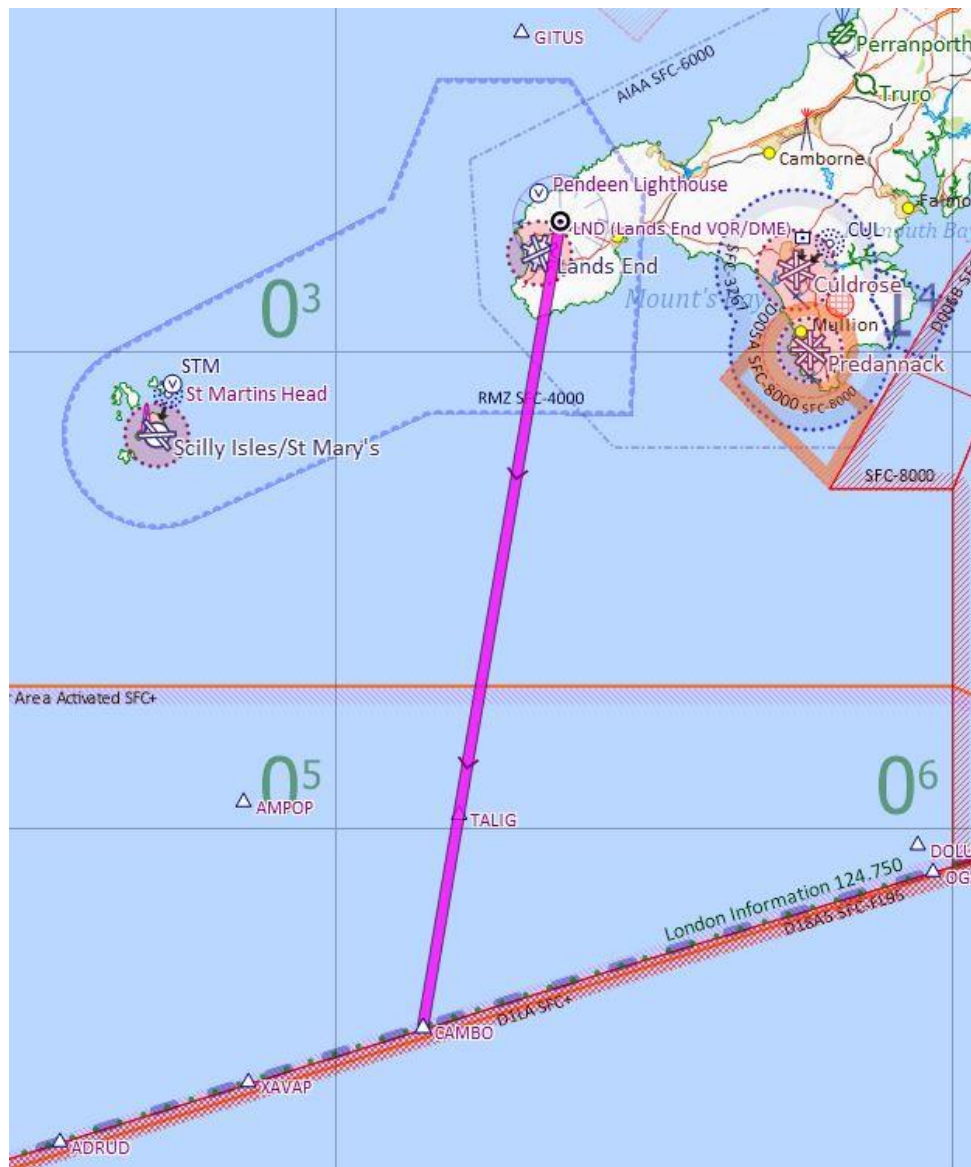


Chart 4 - Serial A4 – R350 LND to 112D (BANBA)

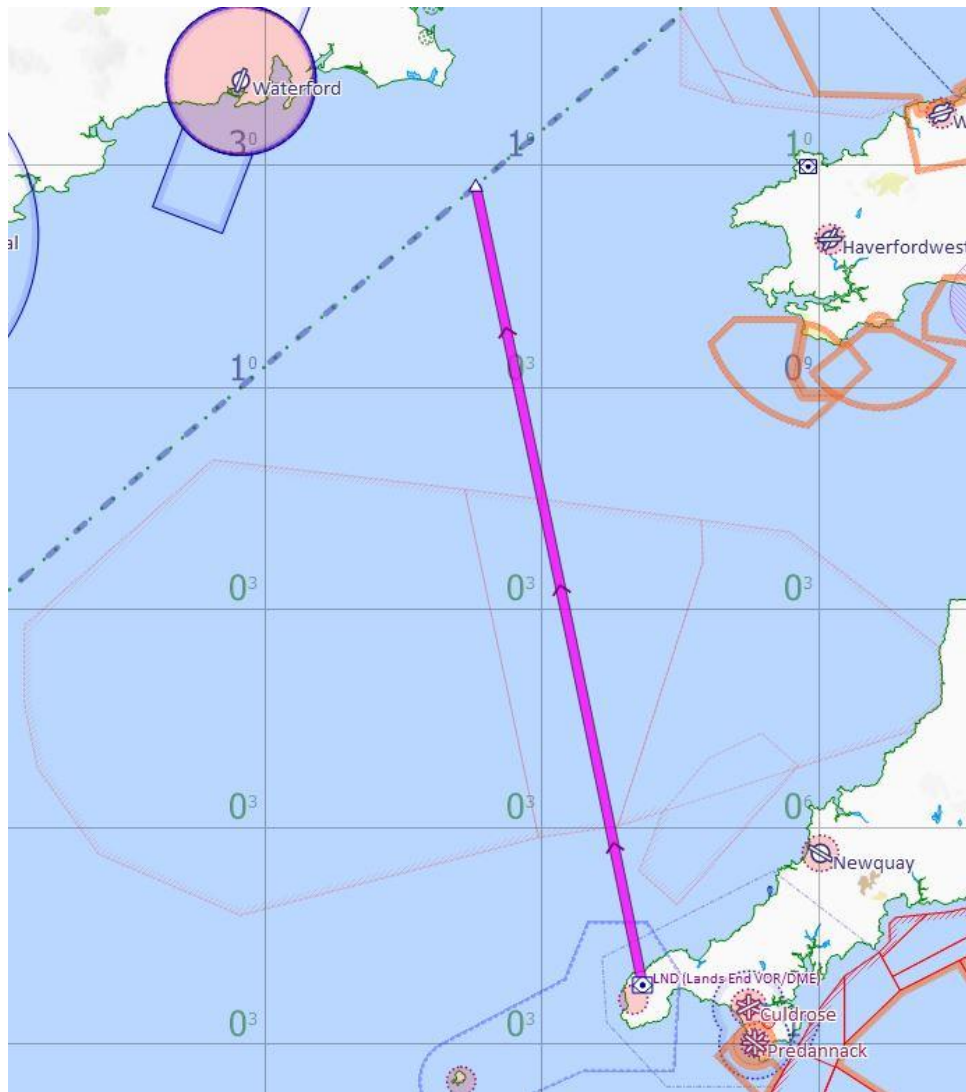


Chart 5 - Serial A5 - R150 LND to 20D

