

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2025-6232	1.0	03/09/2025	28/08/2025

Civil Aviation Authority

VOR/DME CALIBRATION GLASGOW

NDS

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

03 Sep 25 – 31 Mar 26

Times (ALL TIMES UTC)

0800 - 1800

Vertical Limits:

3,000ft AMSL – FL100

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62
Callsign: FlightCal 07

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

NATS CTC
4000 Parkway,
Whiteley,
Fareham,
PO15
7FL

01489 616001
graham.allan3@nats.co.uk

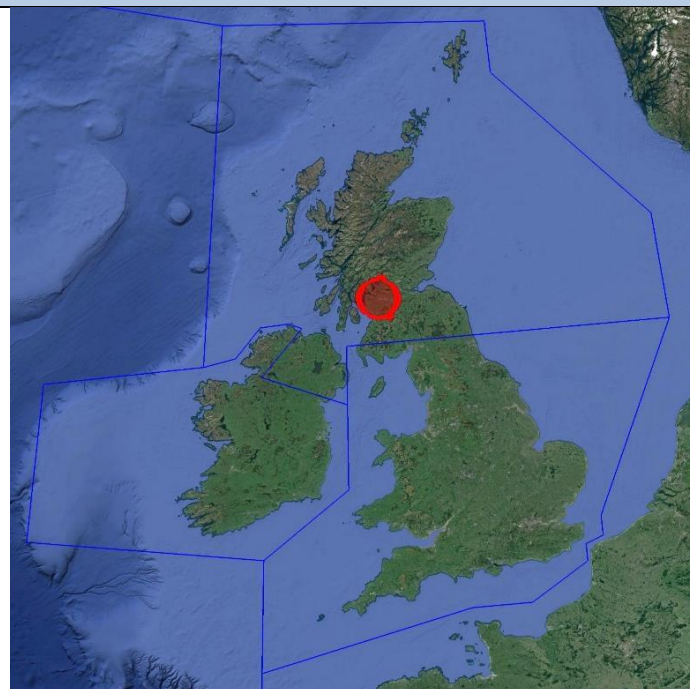
Aircraft Operator(s):

Flight Calibration Services (Attn: Chris Tutt)
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:**

Glasgow 0141 840 8029
Prestwick 01292 511107
Prestwick ACC 01294 655300
Info: Edinburgh

Geographical Limits:**Airspace Reservations:**

Nil

Departure/Destination Aerodrome(s)

EGPH

ACN Issued by:

AU7

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 Swanwick Mil (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
Tel: 01293 983880

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

15. This ACN details the flight profiles required to conduct a routine calibration of the Glasgow (GOW) VOR/DME.

16. **This ACN replaces ACN AR-2022-10-0043.**

17. **Notification.** The sponsor is to notify the agencies listed on page one of this ACN at least 1 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.

18. **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.

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

<u>Serial No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	Position 10NM from GOW VOR/DME to commence 10NM anti-clockwise Orbit	5,500ft AMSL	2 x 360° Orbit with a reference check point of R180 at 20NM on both TX.
A2	R009 to 25D (RNAV Route N560 GOW-RIMOL)	FL100	
A3	R076 to 35D (Edinburgh GOSAM 1D SID)	5,000ft AMSL	
A4	Glasgow Rwy 05 VOR/DME IAP	3,000ft AMSL	
A5	Glasgow Rwy 23 VOR/DME IAP	3,000ft AMSL	

20. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.

21. **Air Traffic Service (ATS) Provision – Inside 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.

22. **ATS Provision – Outside CAS.** The calibration area is within the coverage of the following unit:

a. Glasgow 119.100

23. Availability of an ATS service from a unit is not guaranteed, is subject to controller availability, unit workload and possible reduced hours of operations (due to COVID-19 or operations reasons). Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.1 or AD2 shall be notified via NOTAM.

24. **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 Units 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)
- b. EGTTFZC Western Radar

25. Amendments to the published hours of availability, as listed in the UK AIP ENR 1.6 – Para 4.2, shall be notified via NOTAM.

26. 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.

27. **Danger Areas (DAs).** Access to any DA is subject to military requirements and access is not guaranteed. The sponsor is to engage with the DA Authority at the earliest opportunity to coordinate access, noting that access may only be possible outside notified operating hours.

28. **Temporary Reserved Areas (TRA).** Access to TRA001 and TRA002 for Serial A3 is subject to the restrictions and requirements stipulated in the UK AIP – ENR 1.1 (Para 5.1.5).

SECTION 3

Area of Operation

29. Charts highlighting the various areas of operation are shown below. This is for illustrative purposes only and not for operational planning.

Chart 1 – Serial A1

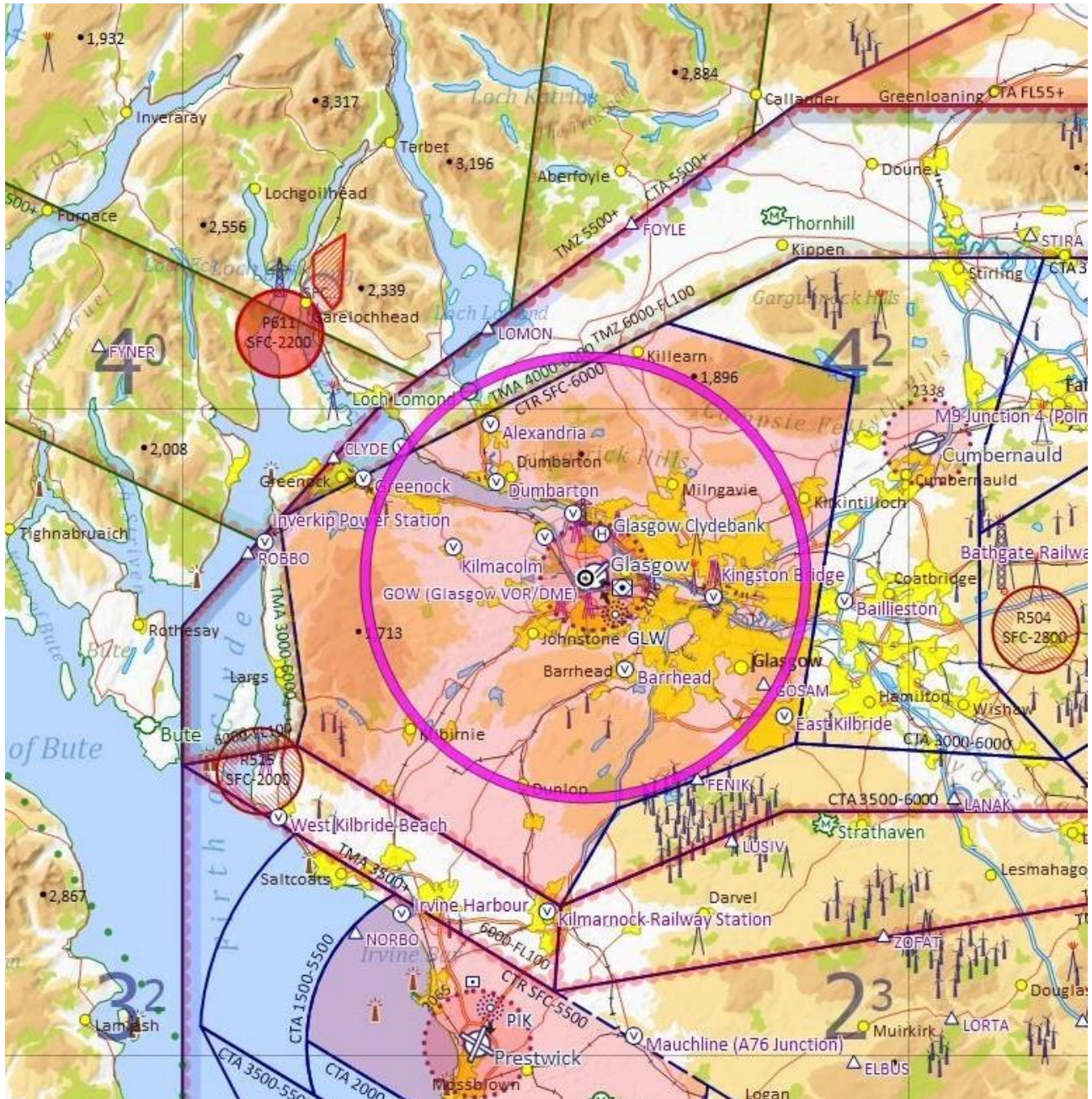


Chart 2 – Serial A2

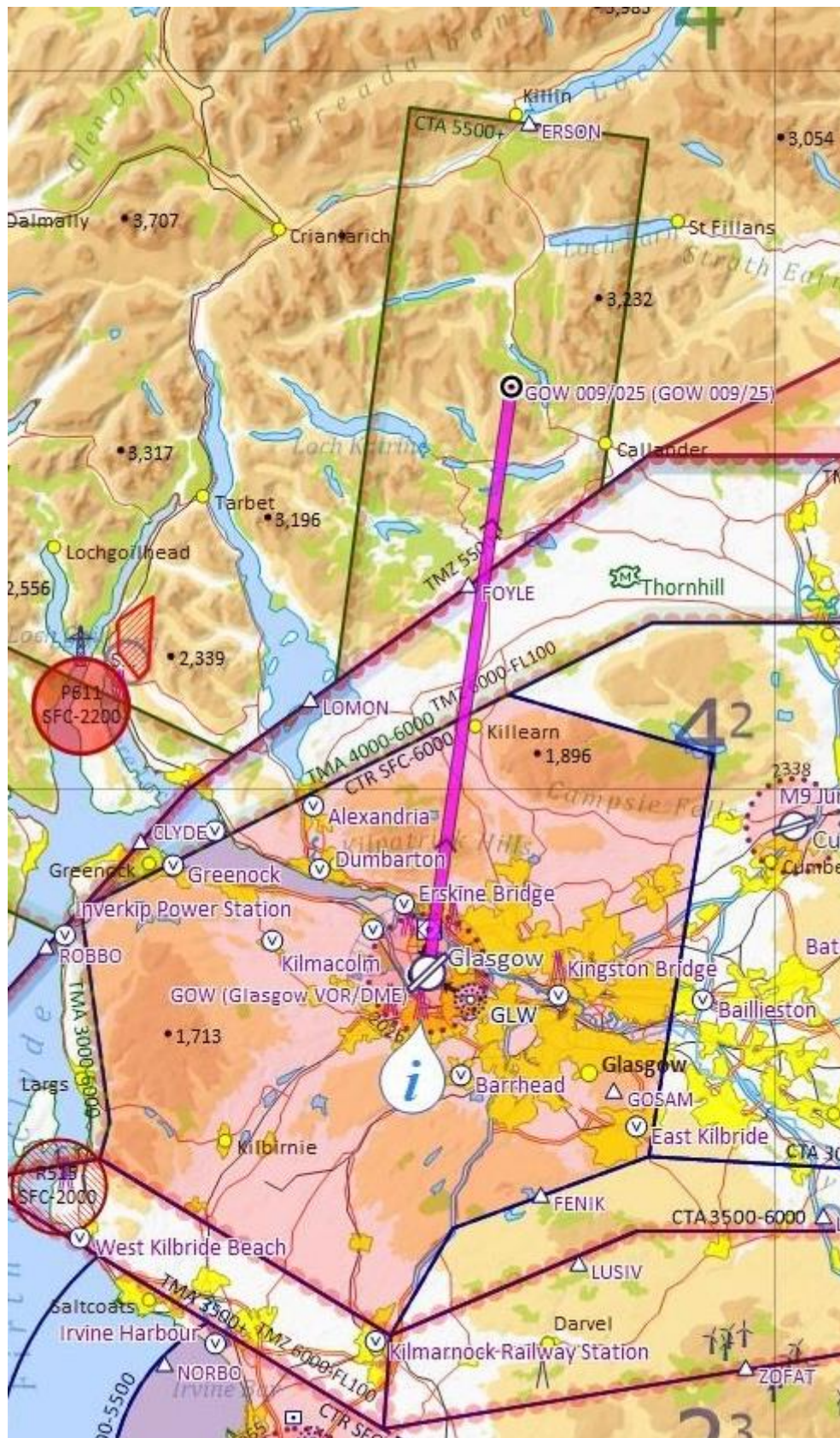


Chart 3 – Serial A3

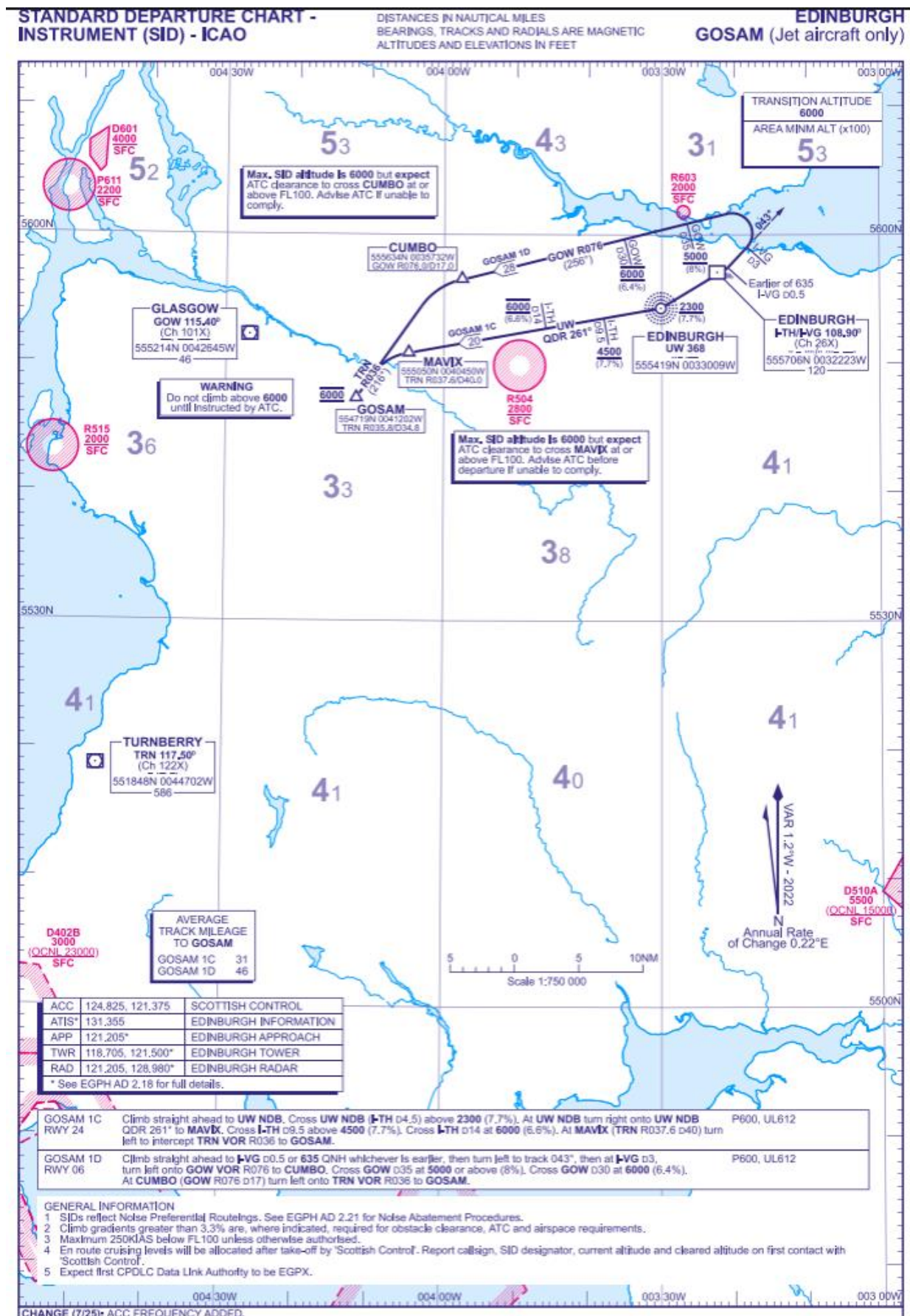


Chart 4 – Serial A4

INSTRUMENT APPROACH CHART - ICAO

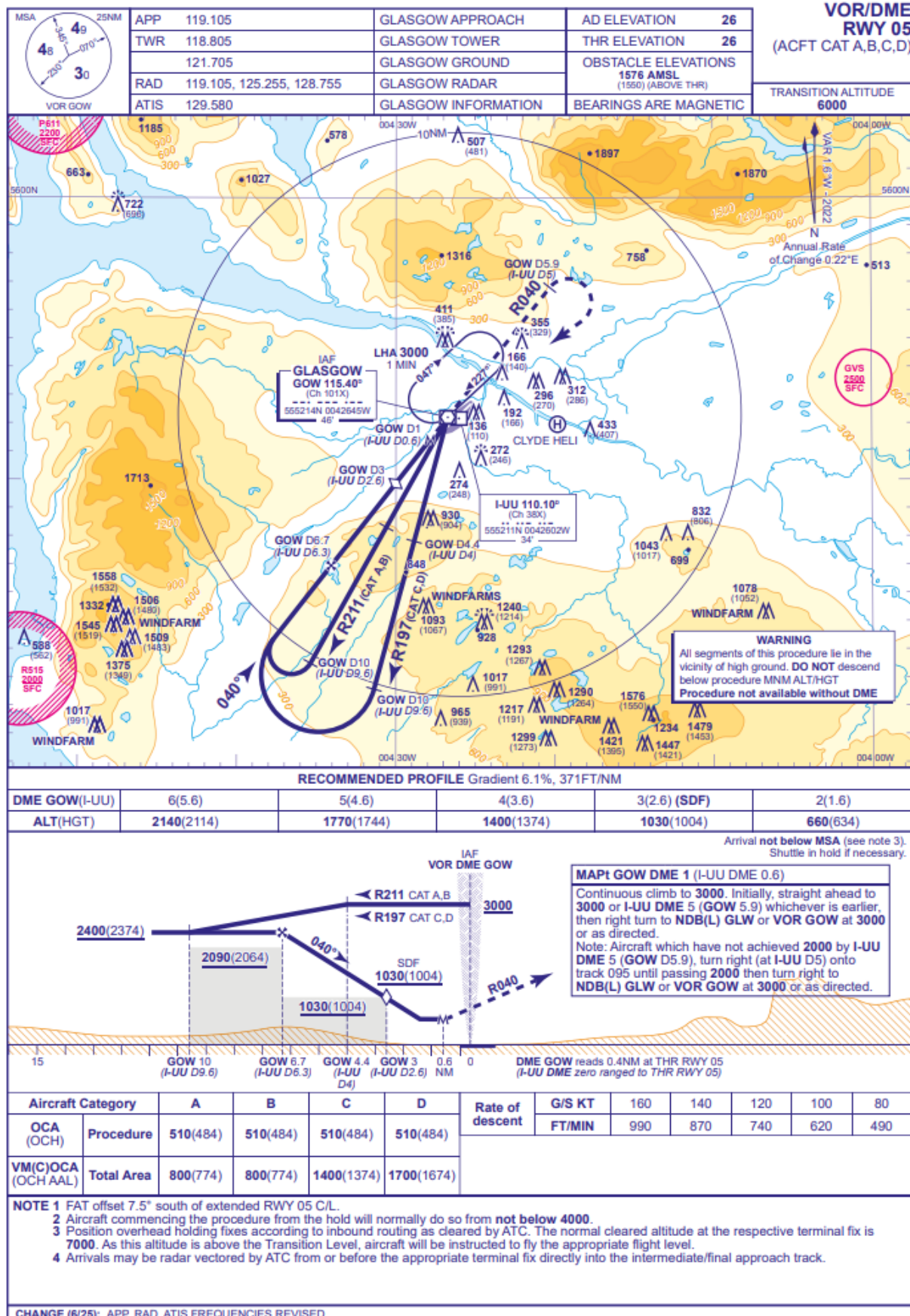
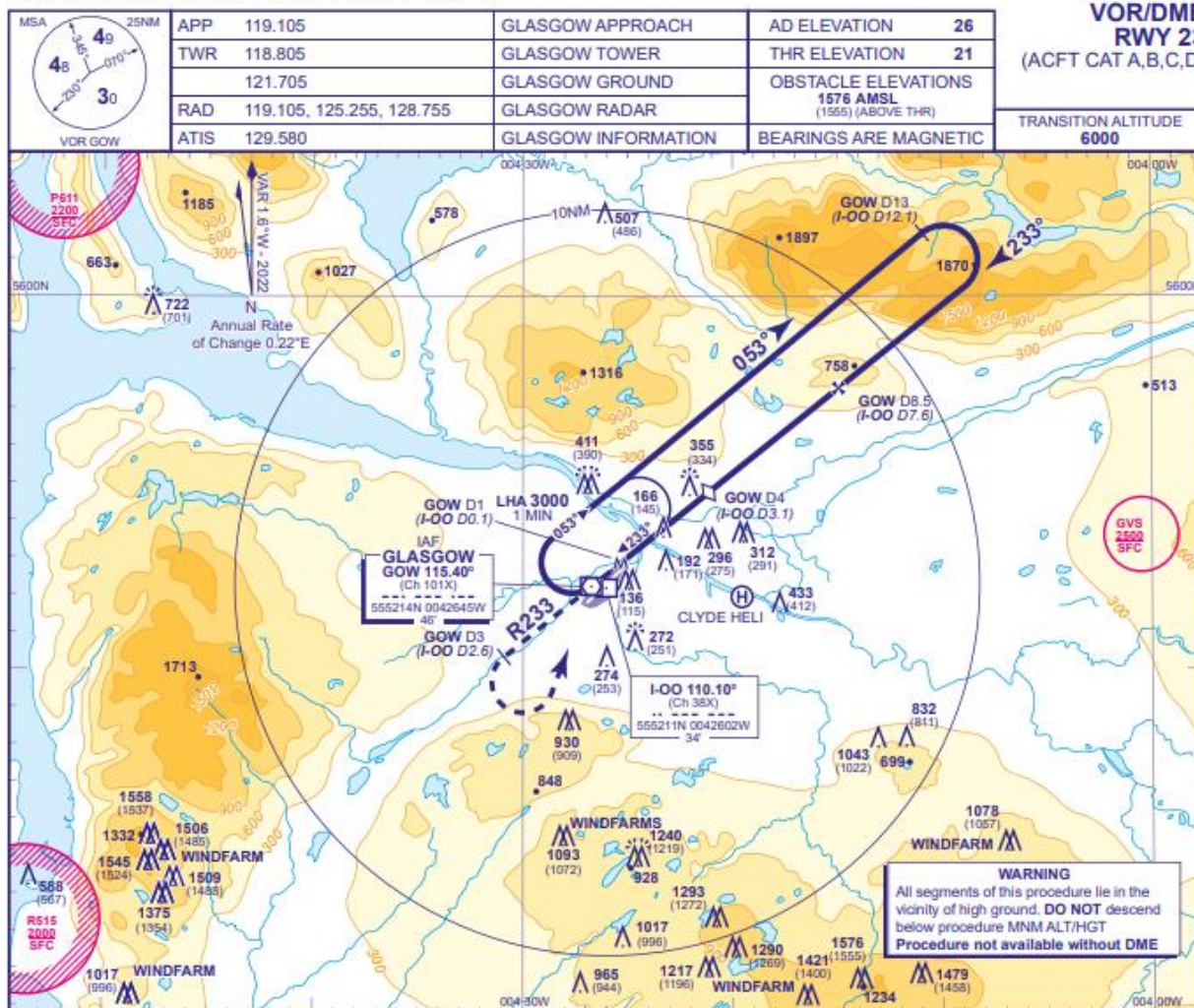


Chart 5 – Serial A5

INSTRUMENT APPROACH CHART - ICAO

**GLASGOW
VOR/DME
RWY 23**
(ACFT CAT A,B,C,D)



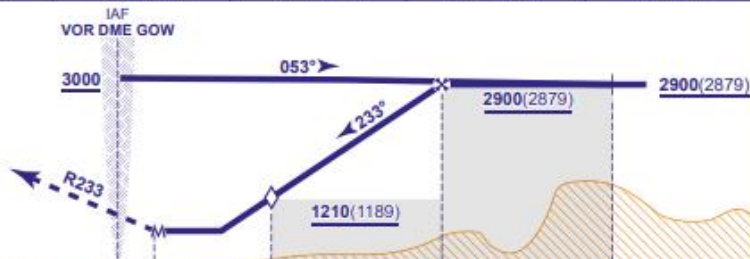
RECOMMENDED PROFILE Gradient 6.1%, 372FT/NM

DME GOW(I-OO)	8(7.1)	7(6.1)	6(5.1)	5(4.1)	4(3.1) (SDF)	3(2.1)
ALT(HGT)	2700(2679)	2330(2309)	1960(1939)	1590(1569)	1210(1189)	840(819)

Arrival not below MSA (see note 3).
Shuttle in hold if necessary.

MAPt GOW DME 1 (I-OO DME 0.1)

Continuous climb to 3000. Initially, on GOW R233 to 2500 or GOW DME 3 (I-OO DME 2.6) whichever is later, then climbing left turn to hold at VOR GOW at 3000 or as directed.



DME GOW reads 0.9NM at THR RWY 23
(I-OO DME zero ranged to THR RWY 23)

Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	610(589)	610(589)	610(589)	610(589)	FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	800(774)	800(774)	1400(1374)	1700(1674)						

- NOTE 1** FAT offset 5.5° south of extended RWY 23 C/L and intercepts 1.5NM from touchdown (GOW DME 2.4).
NOTE 2 Aircraft commencing the procedure from the hold will normally do so from not below 4000.
NOTE 3 Position overhead holding fixes according to inbound routing as cleared by ATC. The normal cleared altitude at the respective terminal fix is 7000. As this altitude is above the Transition Level, aircraft will be instructed to fly the appropriate flight level.
NOTE 4 Arrivals may be radar vectored by ATC from or before the appropriate terminal fix directly into the intermediate/final approach track.

CHANGE (6/25): APP, RAD, ATIS FREQUENCIES REVISED.

