

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
AR-2026-3935	1.0	05/06/2026	01/06/2026

NAVAID CALIBRATION ABERDEEN VOR/DME (FCSL)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:

10 Jun – 31 Dec 26

Times (ALL TIMES UTC)

0800 – 1700

Vertical Limits:

2,500ft AMSL – FL170

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62
Callsign: FlightCal 09

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

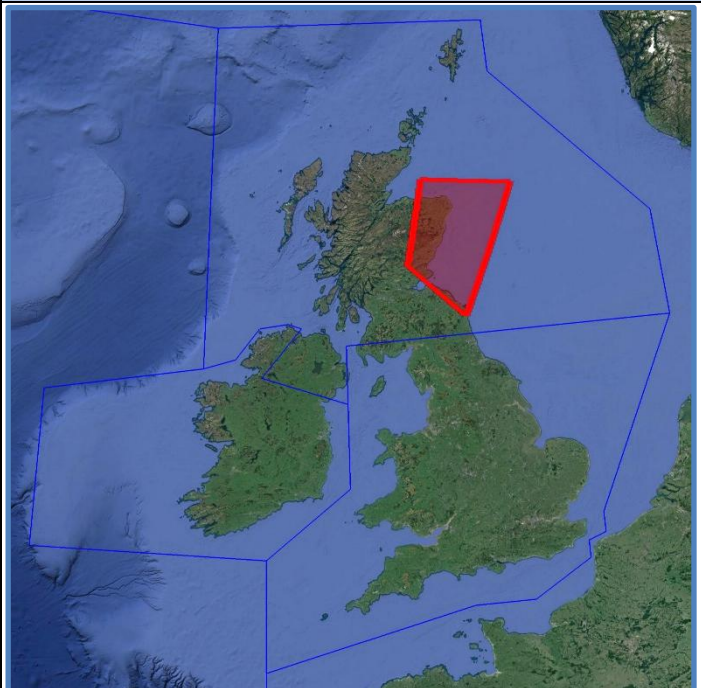
Aircraft Operator(s):

Flight Calibration Services
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:

Aberdeen 01224 727160
Prestwick ACC 01294 655300
For info – Lossiemouth

Geographical Limits:



Airspace Reservations:

D514 – Combat Airspace – 01489 612495

Departure/Destination Aerodrome(s)

EGPD

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. 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

10. 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).
11. 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>
12. 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.
13. 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)

14. This ACN details the flight profiles required to conduct a routine calibration of the Aberdeen (ADN) VOR/DME.

15. **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.

16. **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.

17. **Air Traffic Service (ATS) Provision – 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.

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

- a. Aberdeen 119.055

19. 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, AD2 or UK Military AIP, shall be notified via NOTAM.

20. **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	20NM Anti-clockwise Orbit	4,000ft	2 x 360° Orbits
A2	R216 from ADN to 64D (RNAV Route P600 ADN - PTH)	FL115	
A3	R340 from ADN to 47D including 17nm extension (RNAV Route Y904 ADN - SMOKI)	FL75	
A4	R169 from ADN to 90D including 4.1nm extension (RNAV Route P18 ADN – MADAD)	FL155	
A5	R066 from ADN to 115D including 25nm extension (Non AIP direct Route ADN – OVDAN)	FL170	
A6	Aberdeen VOR/DME RWY 16 IAP	2,500ft	
A7	Aberdeen VOR/DME RWY 34 IAP	2,500ft	

21. **Direction of Travel.** The calibration aircraft is able to fly serials A2 to A7 in either direction, subject to ATC requirements.

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

Chart 2 – Serial A1
20nm Orbit
4,000ft AMSL

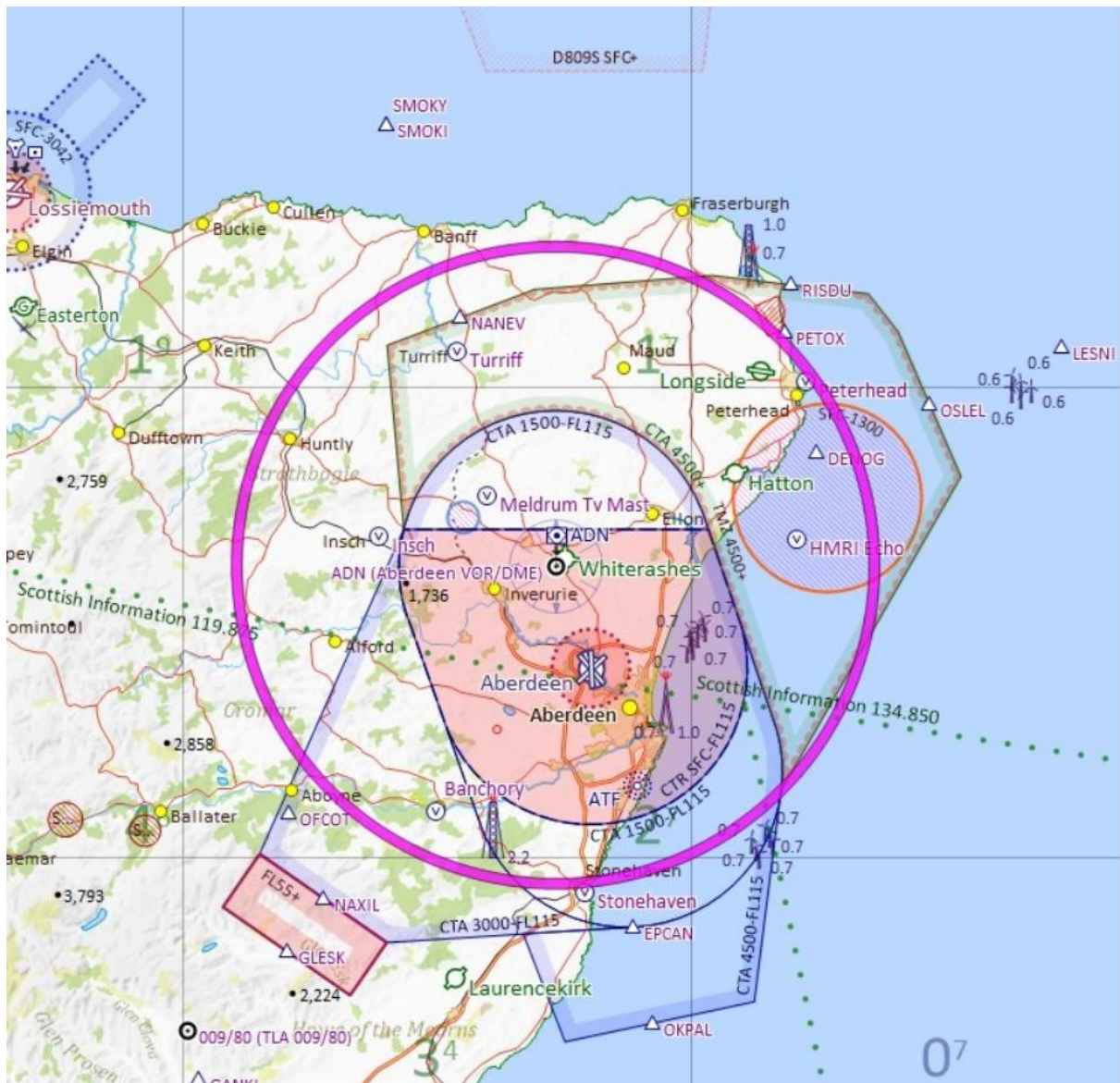


Chart 3 – Serial A2
R216 from ADN to 64D (RNAV Route P600)

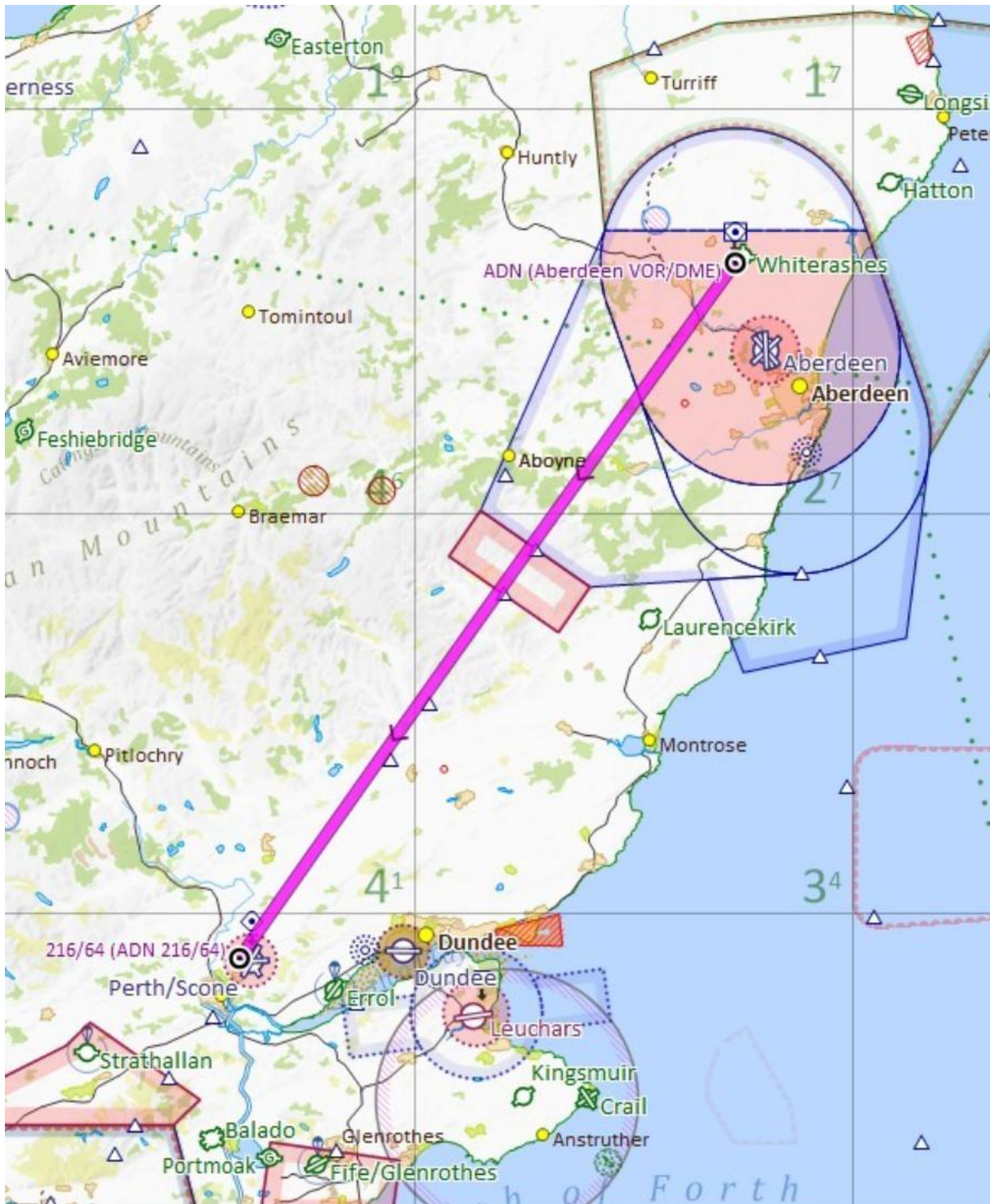


Chart 4 – Serial A3
R340 from ADN to 47D (RNAV Route Y904)

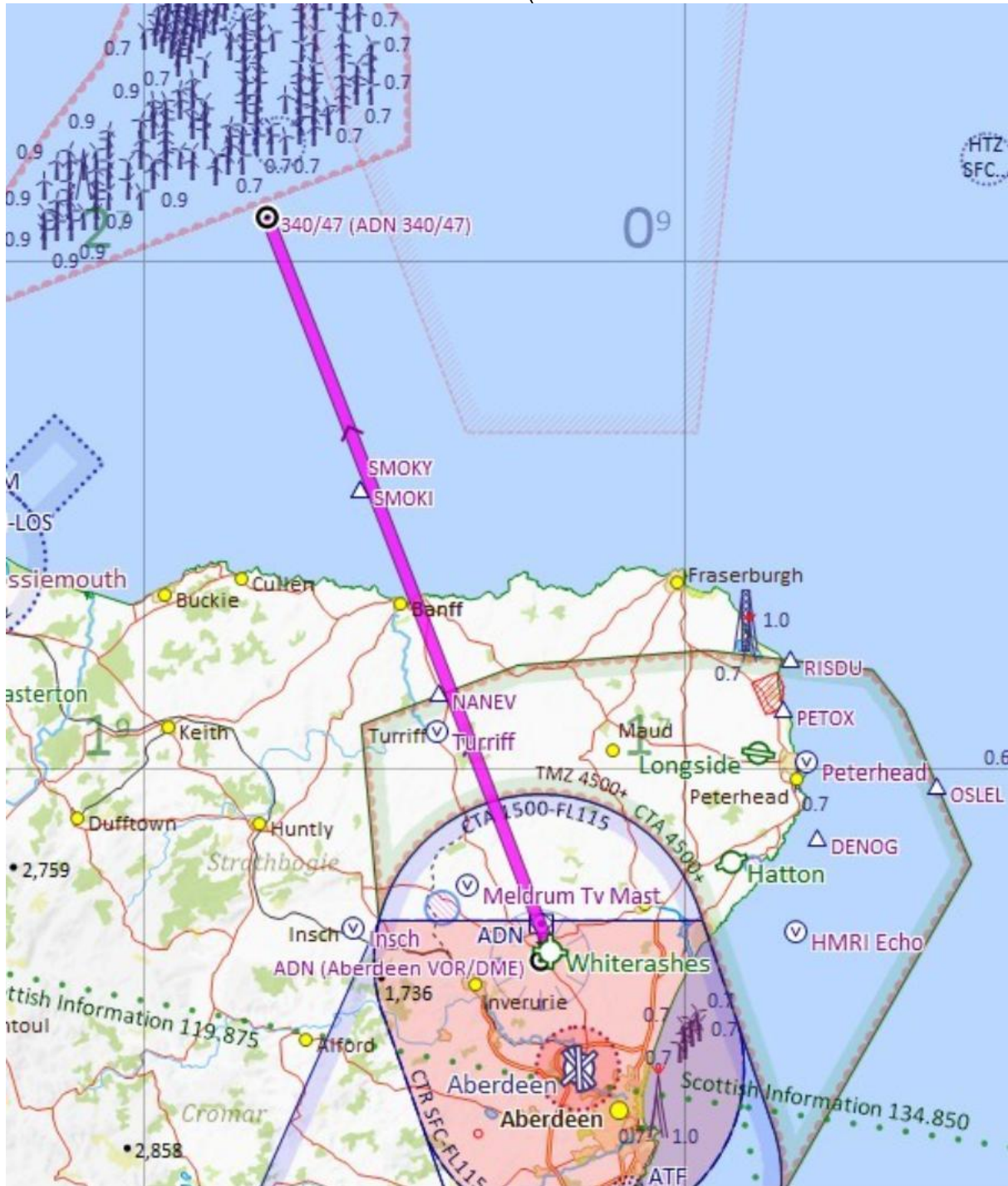


Chart 5 – Serial A4
R169 from ADN to 90D (RNAV Route P18)

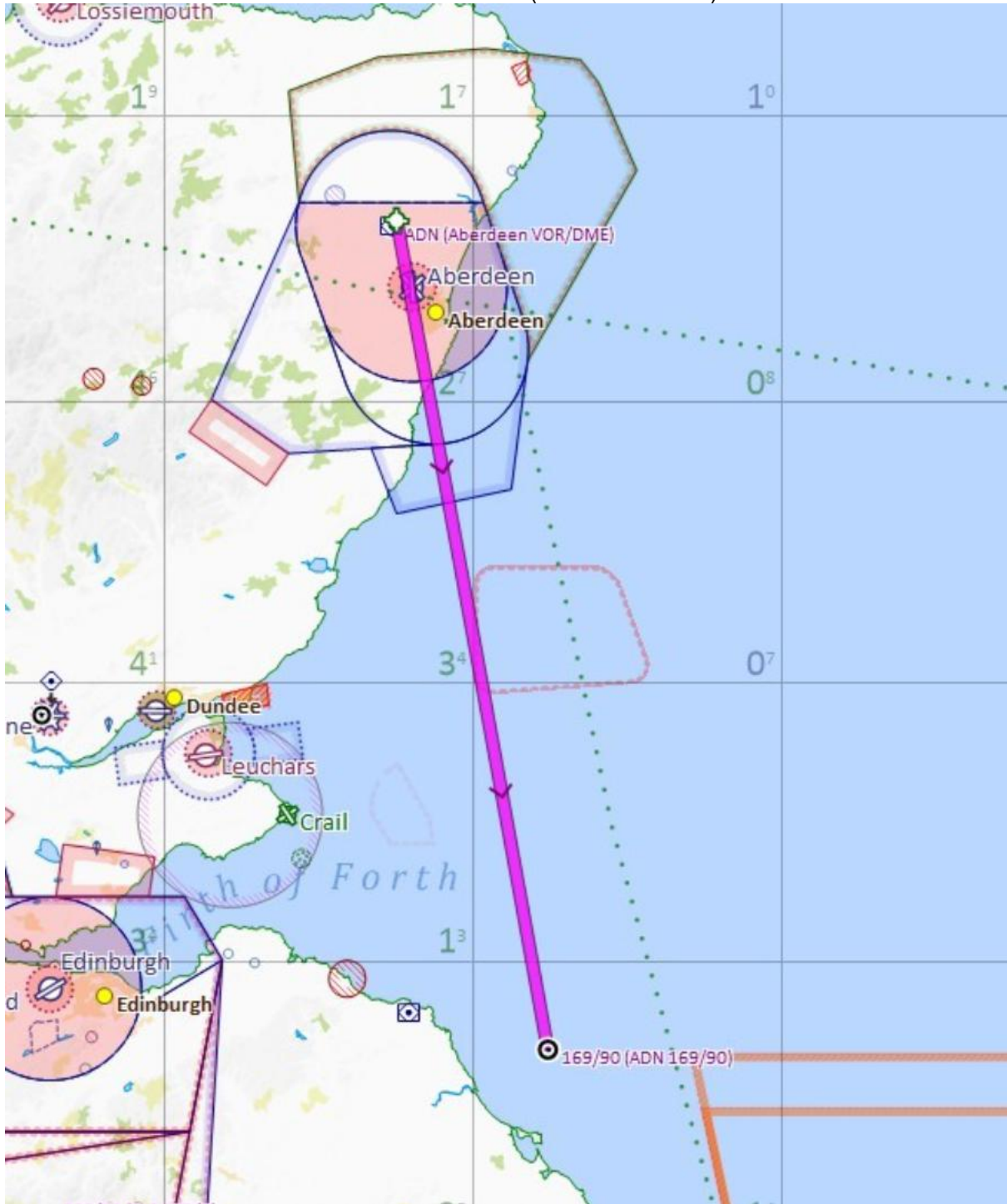


Chart 6 – Serial A5
R066 from ADN to 115D (Non AIP direct Route)

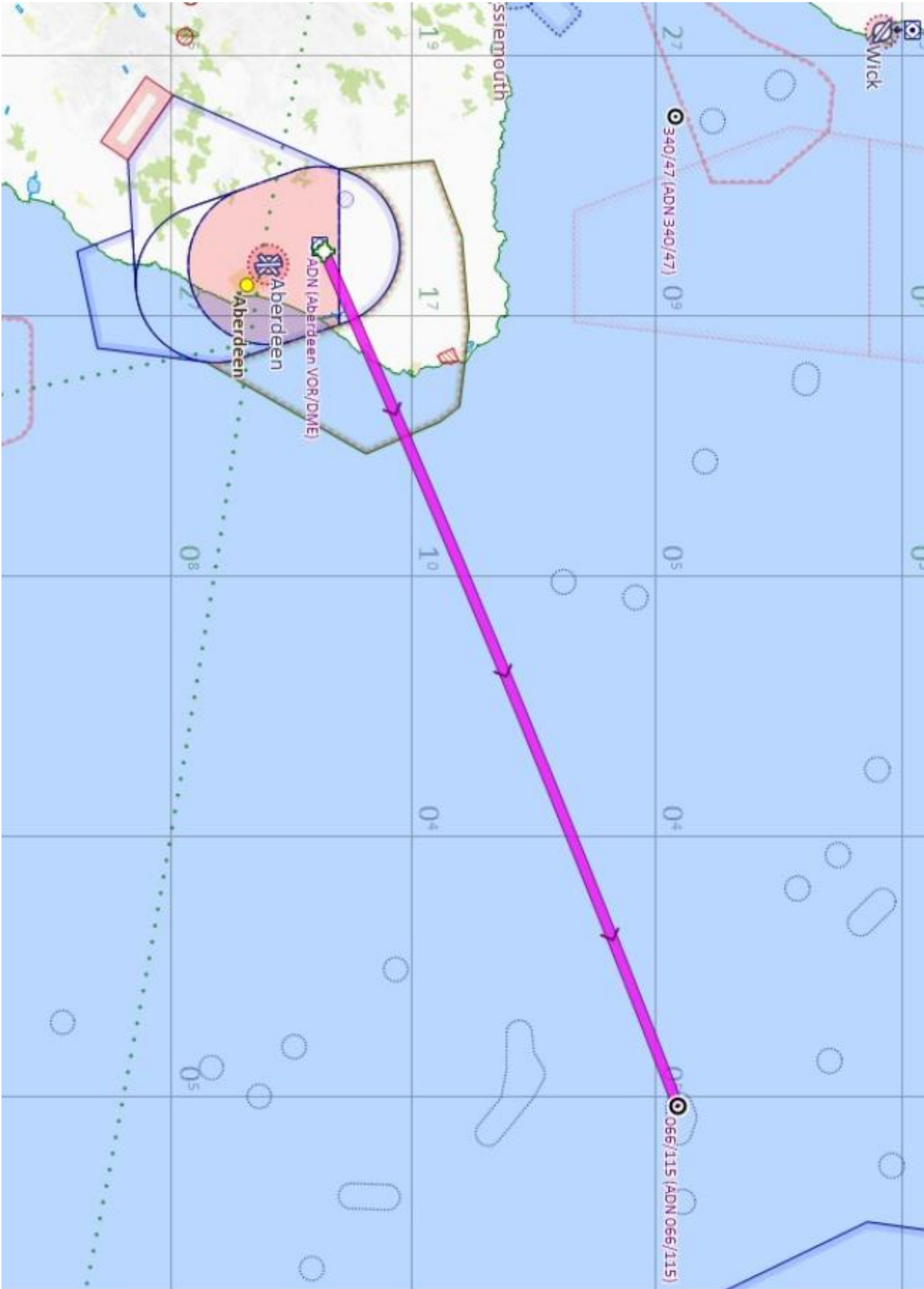


Chart 7 – Serial A6
Aberdeen VOR/DME RWY 16 IAP
2,500ft PD QNH

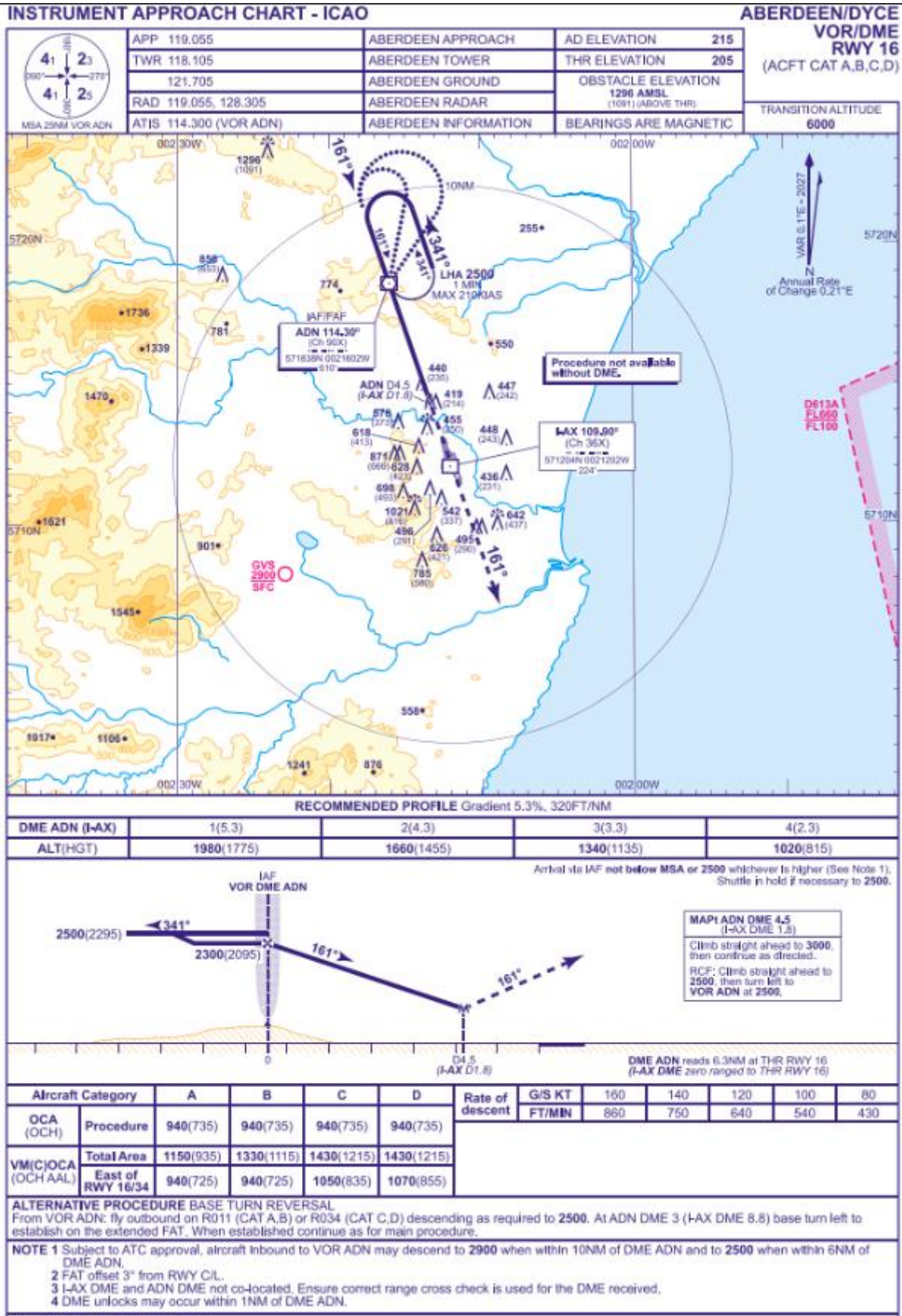


Chart 8 – Serial A7
Aberdeen VOR/DME RWY 34 IAP
2,500ft PD QNH

INSTRUMENT APPROACH CHART - ICAO

ABERDEEN/DYCE
VOR/DME
RWY 34
 (ACFT CAT A,B,C,D)

