

AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:

2016-04-0037

Version:

V1.0

Date:

08 April 2016

Date of Original

08 April 2016

Civil Aviation
Authority

FLIGHT TRIAL FCSL – GAMSTON (GAM) VOR/DME

CAT E

Subject to NOTAM: No

Date(s) of activity/Validity:

14 Apr 16 – 31 Dec 16

Times (ALL TIMES UTC)

0800-1800L

Vertical Limits:

3000ft AMSL – FL120

Allocated Mode 3A (SSR):

0024

Aircraft Details:

PA31 - 350

NDS Approved:

Not Applicable.

Event Sponsor(s):

Mr Trevor Giffin

NATS Senior Systems Engineer
4000 Parkway, Whiteley
Fareham, Hants,
PO15 7FL.

01489 444652

Aircraft Operator(s):

Mr Chris Tutt

Flight Calibration Services Ltd
Goodwood Airfield
Chichester
PO18 0PH

Tel: 01243 538245
Mob: 0776 157 8982

ATS Units/
Controlling Agencies:

Doncaster 01302 625642
RAF Waddington 01522 727451
East Mids 01332 852852 x 2993
Swanwick Mil (East) 01489 612408
PC 01294 655300
Leeds Bradford Airport 0844 4143282

Geographical Limits:



Airspace Reservations

Nil

ACN Issued by:

Martin Williamson

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SECTION 1: CO-ORDINATION ARRANGEMENTS (GENERAL)

1. The pilot/operator is requested to telephone the ATC authorities at Section 2 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 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 SARG and may take place within the airspace encompassed by this survey. 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) 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.

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.

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

14. This calibration will take place within an area bounded by a circle radius 20nm centred on GAM VOR/DME datum 53°16'53.28N 000°56'49.79W, together with appropriate STARs and SIDs outside of 20nm. The calibration profiles are detailed at Section 3.

15. The pilot is to contact the ATC units as required by the individual Serials to obtain approval for the flight and subsequent access to Controlled Airspace.

SECTION 3: CHART EXTRACTS AND TABLES

Serial No	Description	Altitude/ FL	Notes	ATC Units
A1	Position 20NM South of Gamston to commence 20NM anti-clockwise orbit	3000ft	360° orbit on each of two Tx (min 2 orbits) Reference check points at R182.	Doncaster Waddington East Mids
A2	R138 from GAM to 71D (GAM – CLN)	FL120	Radial may be flown in either direction from/to GAM VOR	Swanwick Mil (East)
A3	R015 from GAM to 18D (SID – Doncaster Sheffield UPTON 1B)	6000ft	Radial to be flown from GAM VOR.	Doncaster
A4	R234 from GAM to 49D (Radial – East Midlands STAR ROKUP – LONLO to ROKUP)	FL080	Radial to be flown from GAM VOR.	Doncaster East Mids
A5	R328 to GAM from 40D (Radial – East Midlands STAR ROKUP – LONLO to ROKUP)	FL070	Radial to be flown to GAM VOR.	Doncaster PC LBA