

# AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group



ACN Reference:	Version:	Date:	Date of Original
2022-01-0201	1.0	21/01/2022	13/01/2022

## NAVAID CALIBRATION LYDD (LYD) VOR/DME

### NDS

Subject to NOTAM: No

Date(s) of activity/Validity: Times (ALL TIMES UTC)

24<sup>th</sup> January 2022 – 31<sup>st</sup> July 2022

23:00 – 04:30

Vertical Limits:

3,000ft AMSL – FL80

Allocated Mode 3A (SSR):

0024

Aircraft Details:

Type: DA62  
Callsign: Flight Cal 09

NDS Approved:

Yes – Subject to the conditions in section 2

Event Sponsor(s):

NATS Engineering  
NATS CTC  
4000 Parkway  
Whiteley  
Fareham  
PO15 7FL  
01489 615365  
[Richard.Handford@nats.co.uk](mailto:Richard.Handford@nats.co.uk)

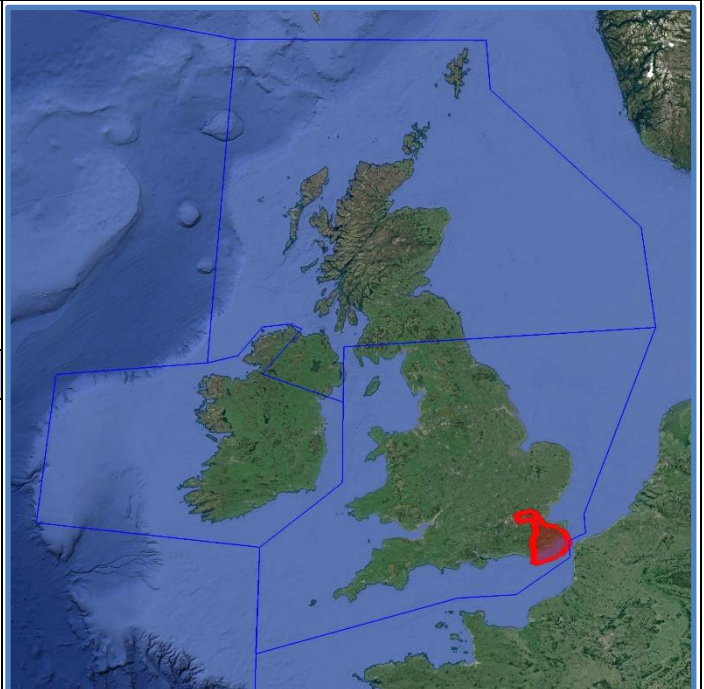
Aircraft Operator(s):

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](mailto:operations@flight-cal.com)

ATS Units/  
Controlling Agencies:

London Information 01489 611970  
Swanwick LTC – SWA 02380 401110  
Info: Headcorn, Lydd

Geographical Limits:



Airspace Reservations:

Nil

Departure/Destination Aerodrome(s)

EGMC

ACN Issued by:

AS3

## **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](mailto: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 Lydd (LYD) VOR/DME.

16. **Dates.** Whilst this ACN is valid for the period specified on the front page, it is anticipated that this calibration will take place on the 24<sup>th</sup> January 2022.

17. **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.

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. At all other times, the flight is categorised as CAT Z, (*CAP 493 – Section 1, Ch4, Para 10c refers.*) and attracts no priority.

19. **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.

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

- a. London Information                      124.600 MHz    *Basic Service (BS) only.*
- b. Swanwick LTC – TC South            On Request

21. ATS Provision by Swanwick LTC is subject to traffic at the time and may not be available. In these instances, the sponsor should seek a BS from London Information. If an ATS is available from Swanwick LTC, it may be limited to a BS.

22. 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.

23. **Serials.** The aircraft is required to conduct the following serials (Serial A1 must be completed before any other serial, however the subsequent order is non-specific:

<u>Serial No</u>	<u>Description</u>	<u>Altitude/FL</u>	<u>Notes</u>
A1	20NM Anti-clockwise Orbit	3,000ft AMSL	2 x 360° Orbits London QNH
A2	R061 to 21D (RNAV Route M189 LYD-DVR)	FL80	
A3	R101 to 23D (RNAV Route M91 LYD-IRKIN)	FL80	
A4	R330 to 21D (London City LYD 5T/5U SIDs)	4,000ft AMSL <sup>1</sup>	LC QNH then London QNH <sup>2</sup>
A5	R218 to 32D (RNAV Route M189 LYD-WAFFU)	FL80	

<sup>1</sup> SID restrictions apply, see Paras 26-28 for more information.

<sup>2</sup> LC QNH until the SID termination point, after which the aircraft will be instructed to fly in reference to the London QNH.

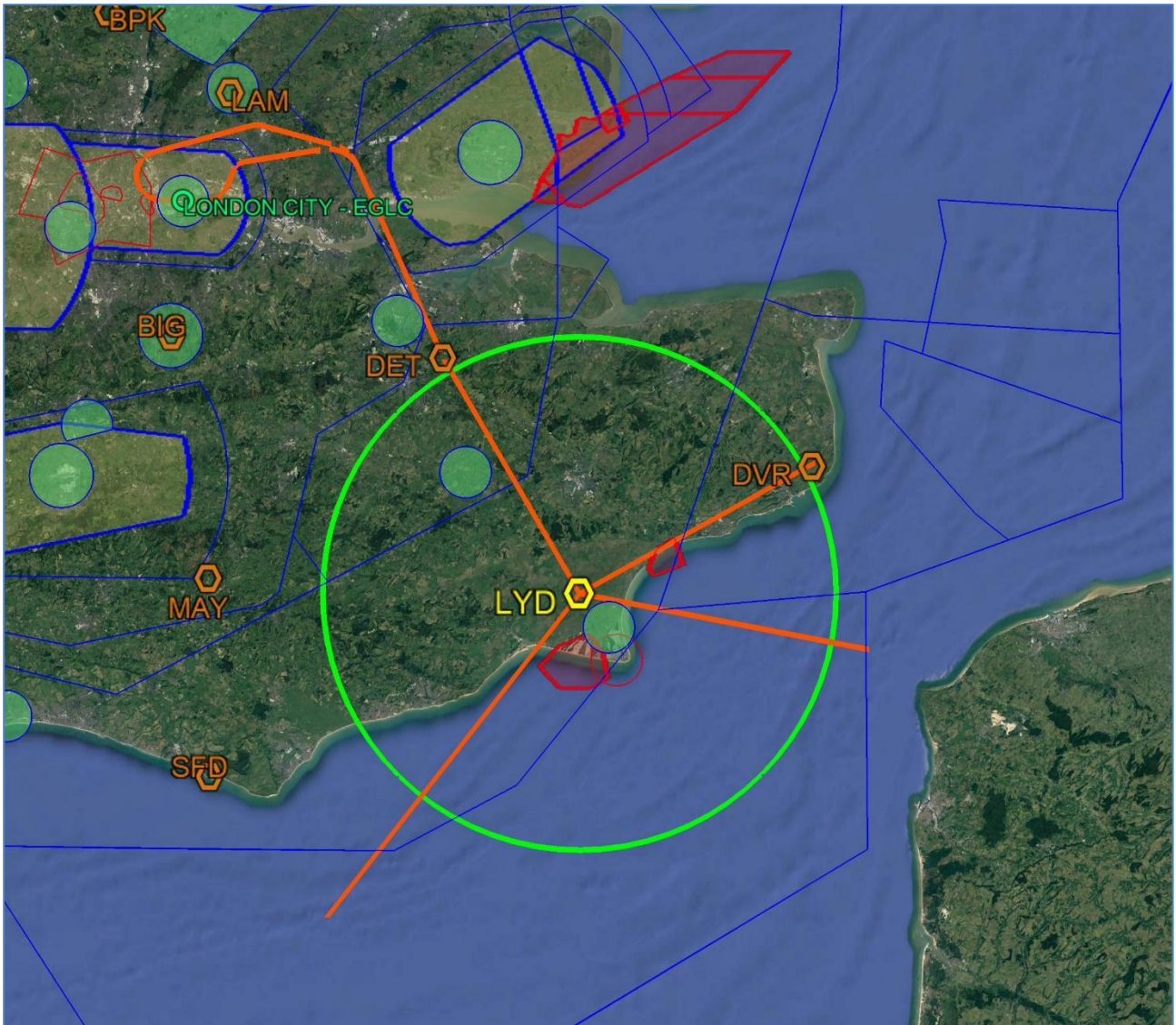
24. **Direction of Travel.** The calibration aircraft is able to fly serials A2, A3 and A5 in either direction, subject to ATC requirements.
25. **Orbit.** The start point for the orbit is subject to ATC requirements and should be confirmed in the pre-note call.
26. **Serial A4.** The sponsor has indicated that the aircraft is required to fly the full LYD 5T/5U from London City. Due to the requirements to conduct serial A1 first and to reduce the impact to operations in the TMA, Serial A4 may need to be completed after London City has closed.
27. If London City is closed, the aircraft will be permitted to fly the lateral profile of the SID from London City; however, the aircraft will not be permitted to make an approach to go around into the procedure. **The aircraft will be expected to join the SID from 2,000ft LC QNH, noting that the procedure terminates at 3,000ft.** As such, the pilot should request a climb to 4,000ft from ATC when required, noting that this may not be immediately possible. In addition, the aircraft will leave CAS approaching DET, after which only a BS may be available.
28. A truncated profile may also be requested, starting at DET and terminating at LYD, to be flown at 4,000ft LC QNH.

## SECTION 3

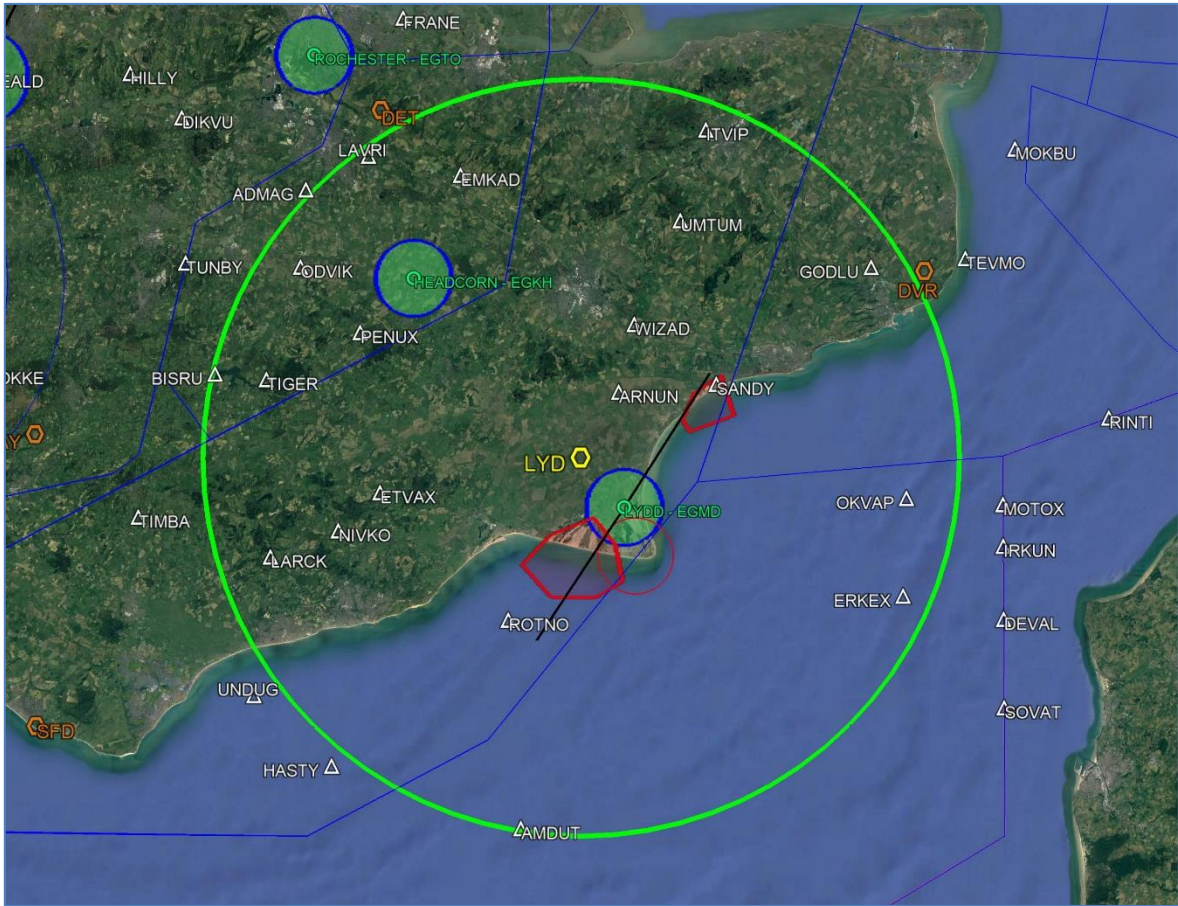
### Area of Operation

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

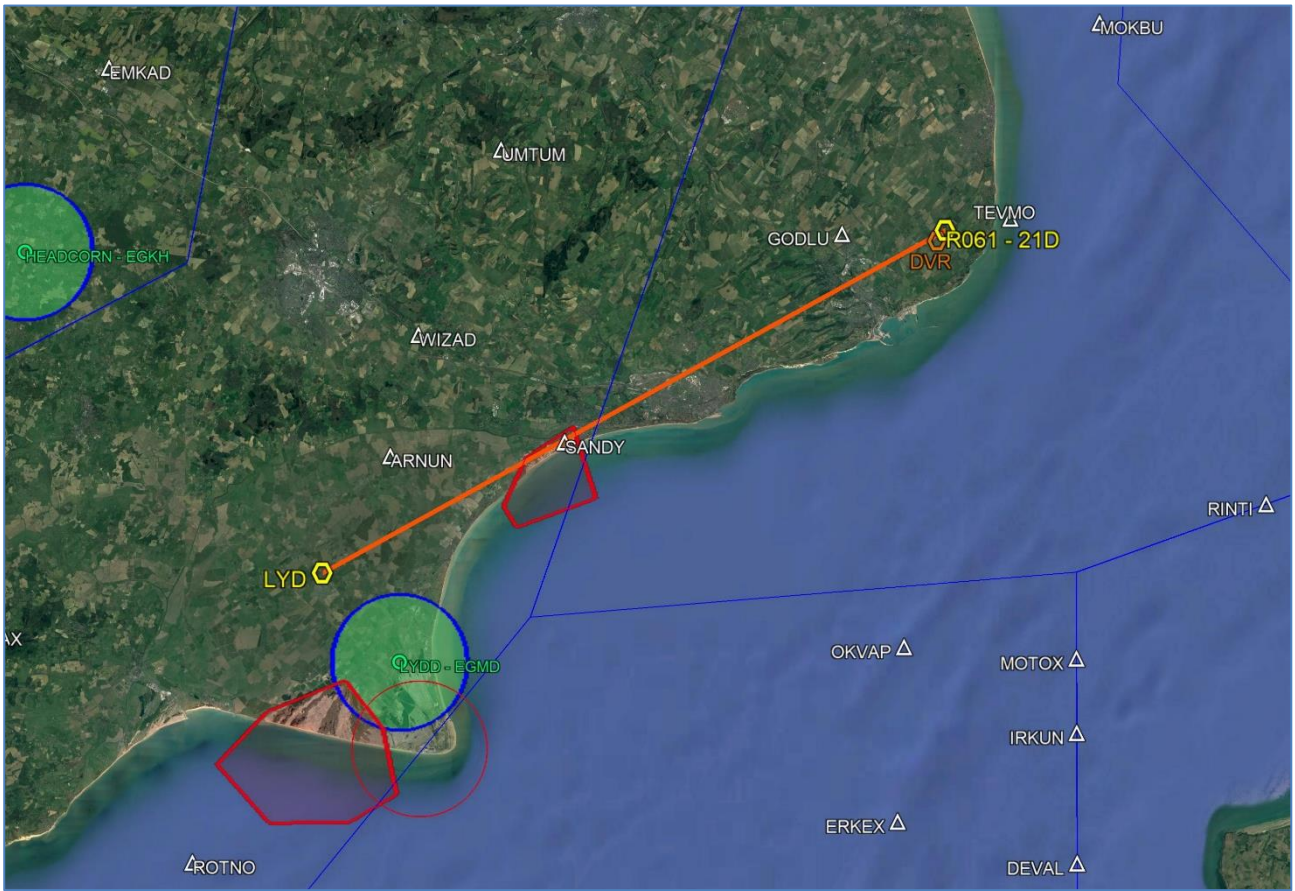
Chart 1 – Overview



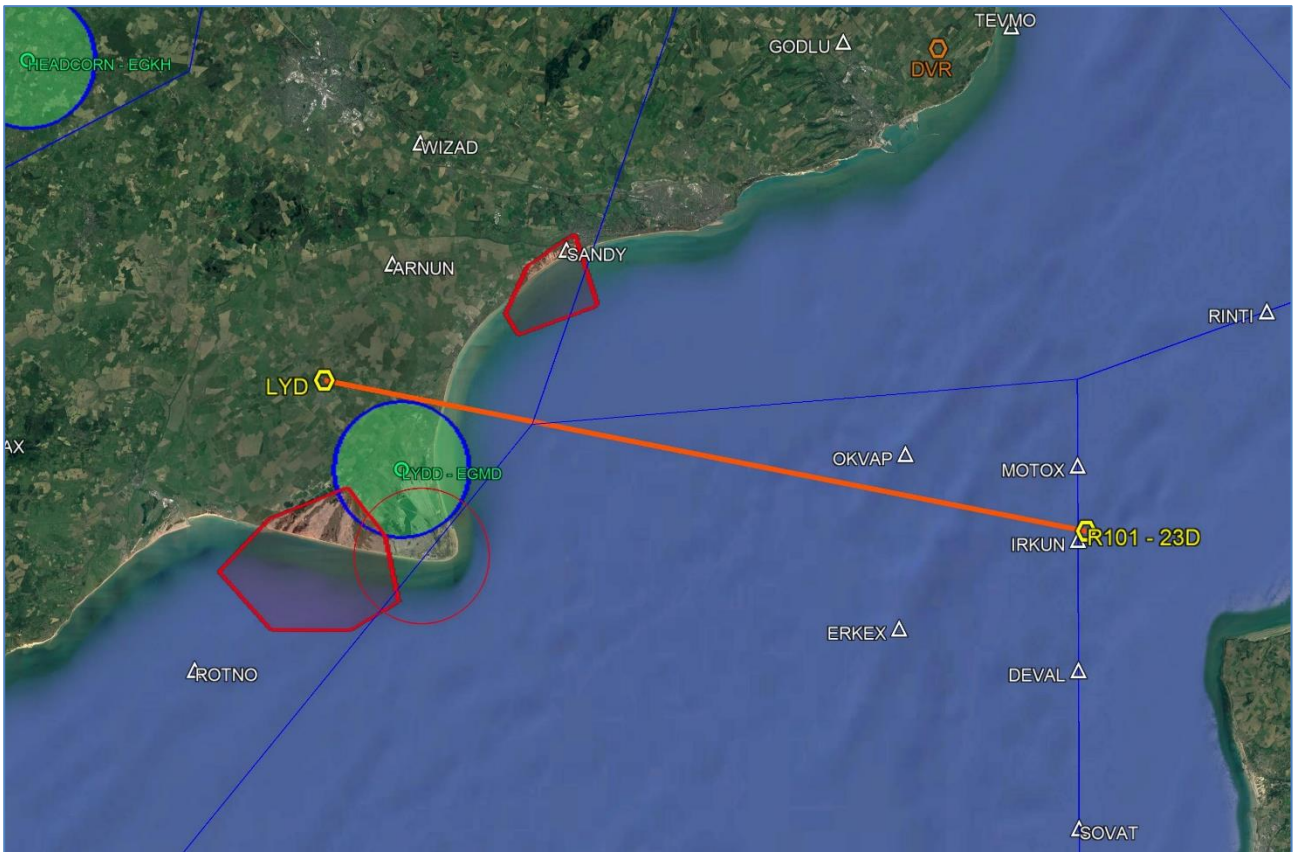
**Charts 2 & 3 – Serial A1**  
 20nm Anti-Clockwise Orbit – 3,000ft AMSL



**Charts 4 & 5 – Serial A2**  
 R061 to 21D – FL80  
 (RNAV Route M189 LYD-DVR)



Charts 6 & 7 – Serial A3  
R101 to 23D – FL80  
(RNAV Route M91 LYD-IRKIN)





**Chart 8 – Serial A4**  
R330 to 21D – 4,000ft AMSL  
(London City LYD 5T/5U SIDs)

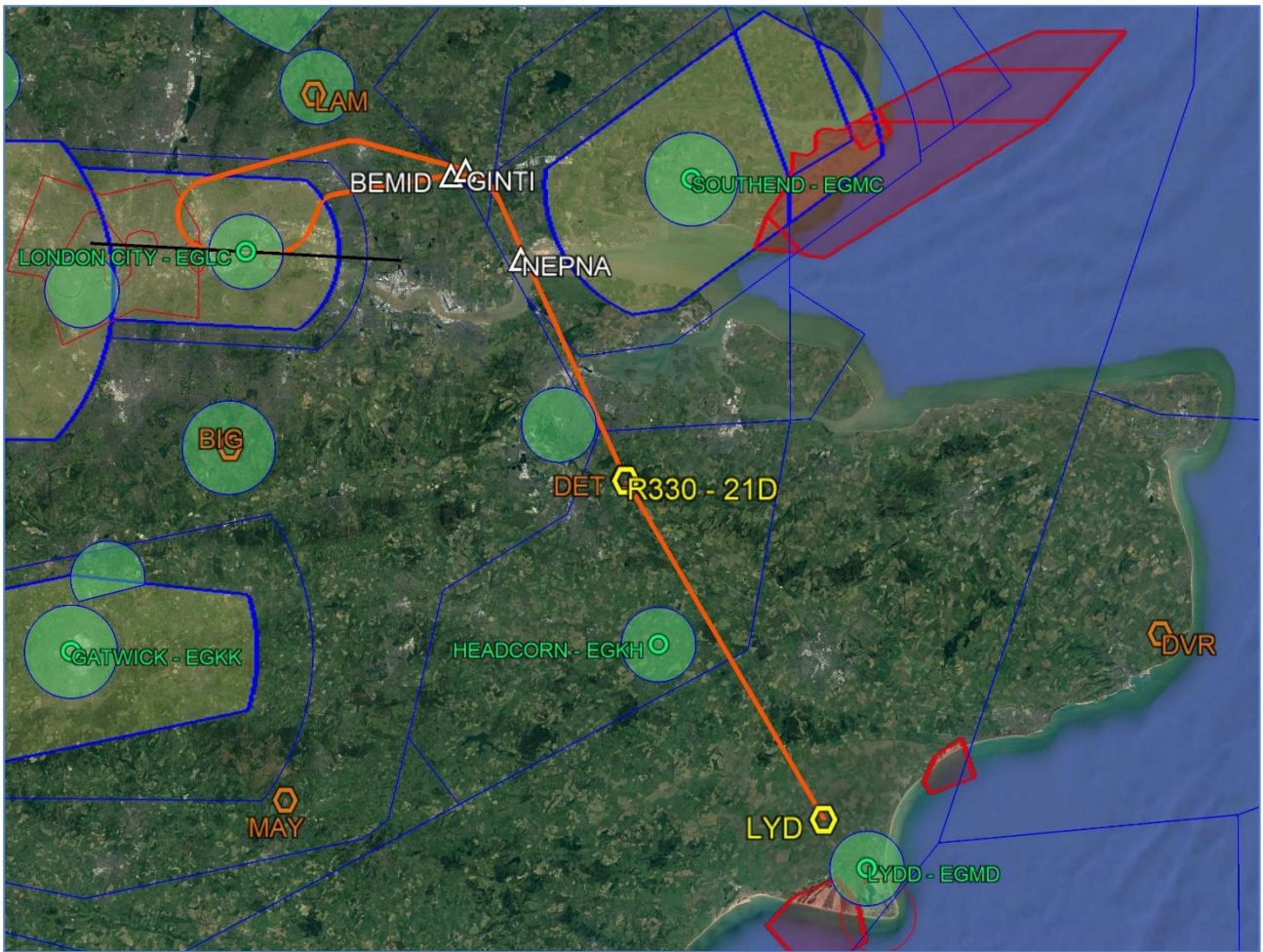
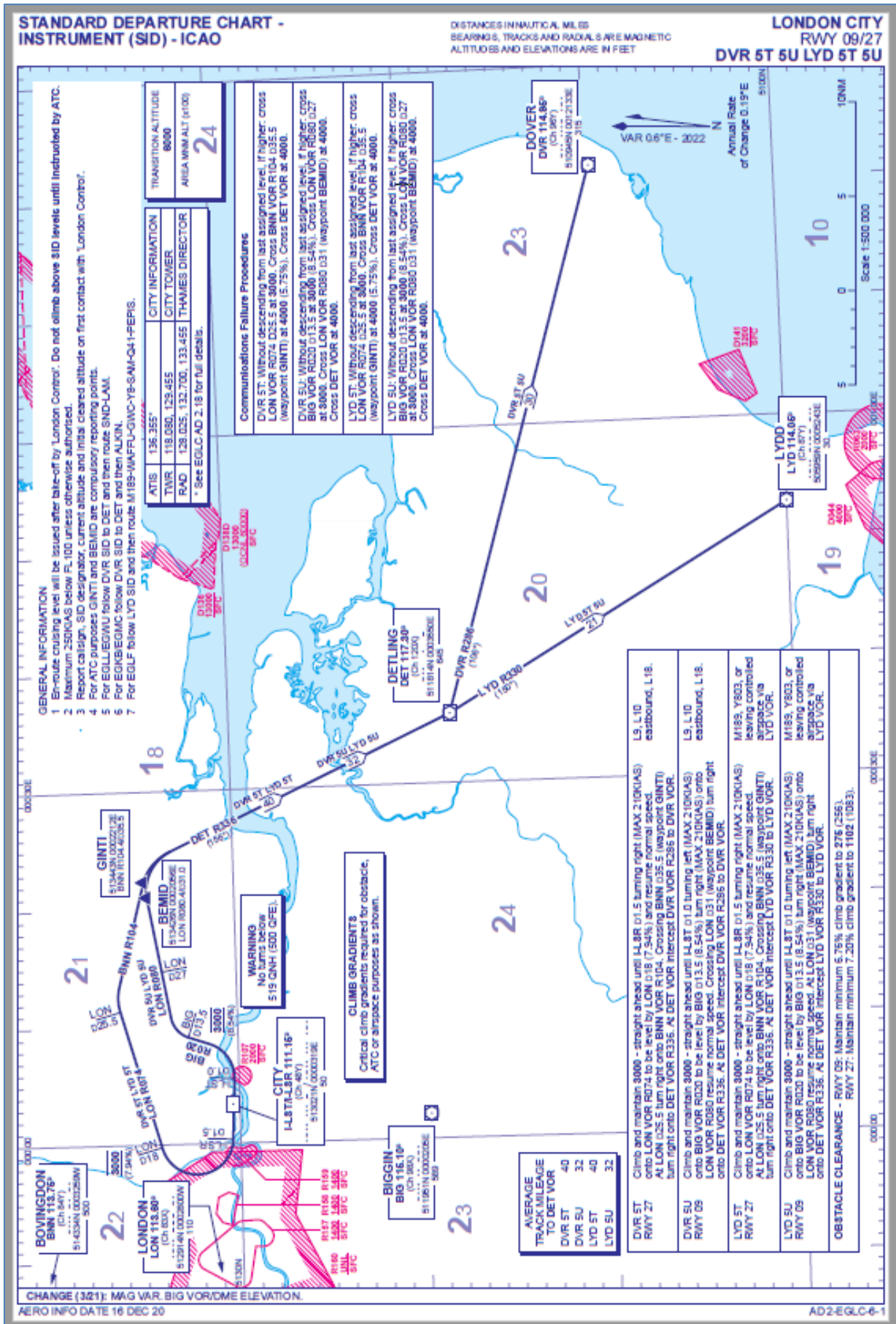


Chart 9 – Serial A4  
R330 to 21D – 4,000ft AMSL  
(London City LYD 5T/5U SIDs)



**Chart 10 – Serial A4**  
**R330 to 21D – 4,000ft AMSL**  
**(London City LYD 5T/5U SIDs)**



**Charts 11 & 12 – Serial A5**  
**R218 to 32D – FL80**  
**(RNAV Route M189 LYD-WAFFU)**

