AIRSPACE CO-ORDINATION NOTICE

Safety and Airspace Regulation Group

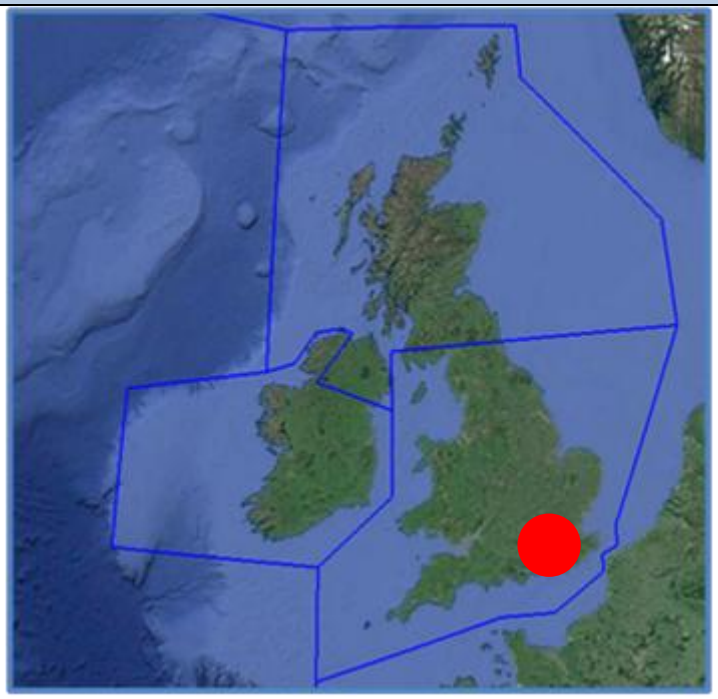
ACN Reference:	Version:	Date:	Date of Original
AR-2026-9138	0.2	02/11/2026	20/10/2026

UK Civil Aviation Authority

NAVAID CALIBRATION
MAYFIELD, LAMBOURNE, LYDD DME (FCSL)

NDS

Subject to NOTAM: No

Date(s) of activity/Validity:	Times (ALL TIMES UTC)
03 Nov 26 – 31 May 27	1900-0400
Vertical Limits:	**Allocated Mode 3A (SSR):**
2,000 – 8,000ft AMSL	0024
Aircraft Details:	**NDS Approved:**
Type: DA62 Callsign: FlightCal 05	**Yes** – *Subject to the conditions in Section 2*
Event Sponsor(s):	**Aircraft Operator(s):**
NATS CTC 4000 Parkway Whiteley Fareham PO15 7FL 01489 616001 graham.allan3@nats.co.uk	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:	**Geographical Limits:**
Swanwick LTC 02380 401110 Shoreham 01273 467377 Lydd 01797 320881 *For info - London City, London Stanstead, London Gatwick, Biggin Hill, Stapleford, Rochester, Southend*	
Airspace Reservations:	
D044 – Lydd Ranges - 01303225503	
Departure/Destination Aerodrome(s)	**ACN Issued by:**
EGKA	AU8

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

SECTION 2: CO-ORDINATION ARRANGEMENTS (SPECIFIC)

14. This ACN details the flight profiles required to conduct a routine inspection of the Mayfield, Lambourne and Lydd DMEs.

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. Farnborough Freq - 125.250

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:

Serial No	Description	Altitude/FL	Notes
A1	R274 from EGKA to 13D (Arundel)	8,000ft AMSL	Monitor MAY, LAM and LYD DMEs
A2	R070 from Arundel to 30D (MAY DME)	8,000ft AMSL	Monitor MAY, LAM and LYD DMEs
A3	Position 5NM from MAY DME to commence 5NM anti-clockwise Orbit	2,100ft AMSL	1 x 360º Orbit.
A4	R004 from MAY to 38D (LAM DME)	8,000ft AMSL	Monitor MAY, LAM and LYD DMEs
A5	Position 5NM from LAM DME to commence 5NM anti-clockwise Orbit	2,000ft AMSL	1 x 360º Orbit.
A6	R144 from LAM DME to 48D (LYD DME)	8,000ft AMSL	Monitor MAY, LAM and LYD DMEs
A7	Position 5NM from LYD DME to commence 5NM anti-clockwise Orbit	4,500ft AMSL	1 x 360º Orbit
A8	R257 from LYD DME to 45D (EGKA)	8,000ft AMSL	Monitor DTY, GAM and TNT DMEs

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

SECTION 3

Area of Operation

22. 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

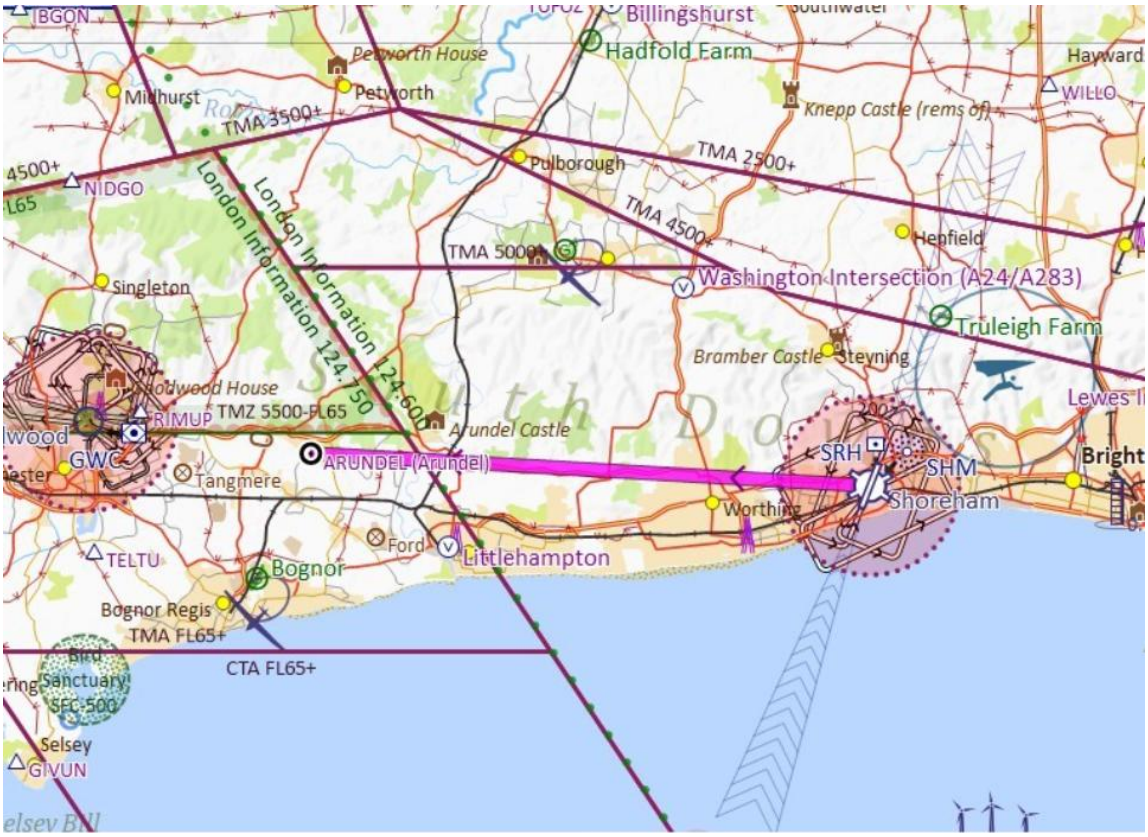


Chart 2 – Serial A2

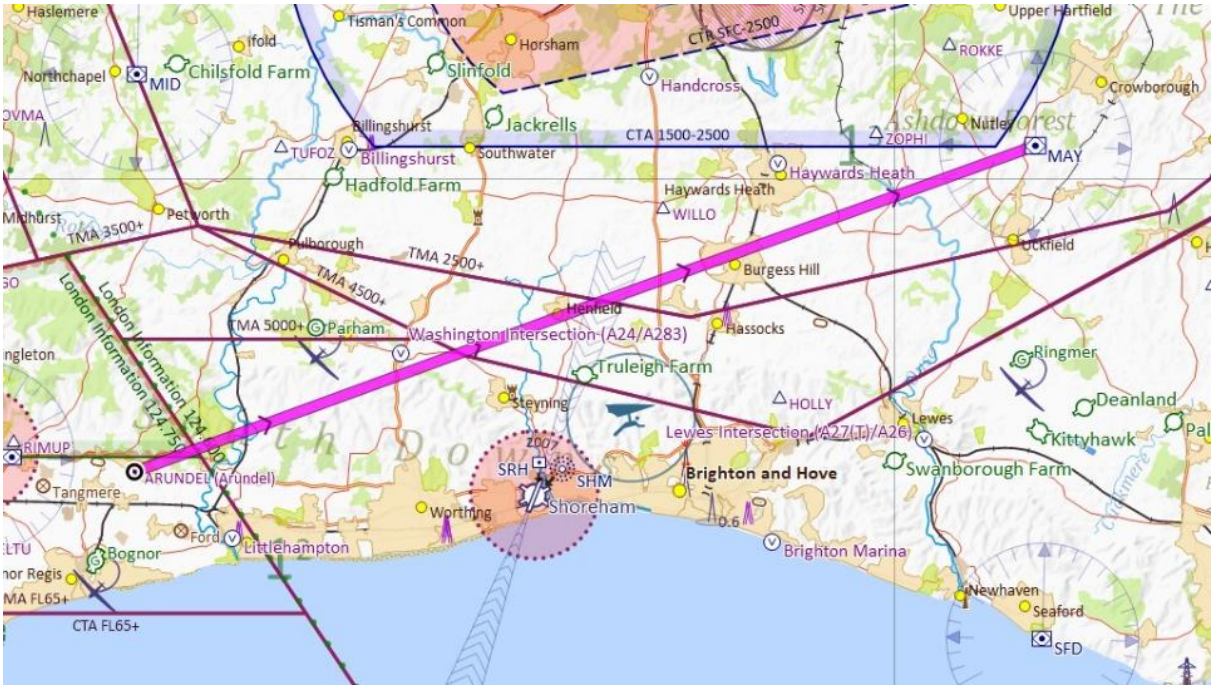


Chart 3 – Serial A3

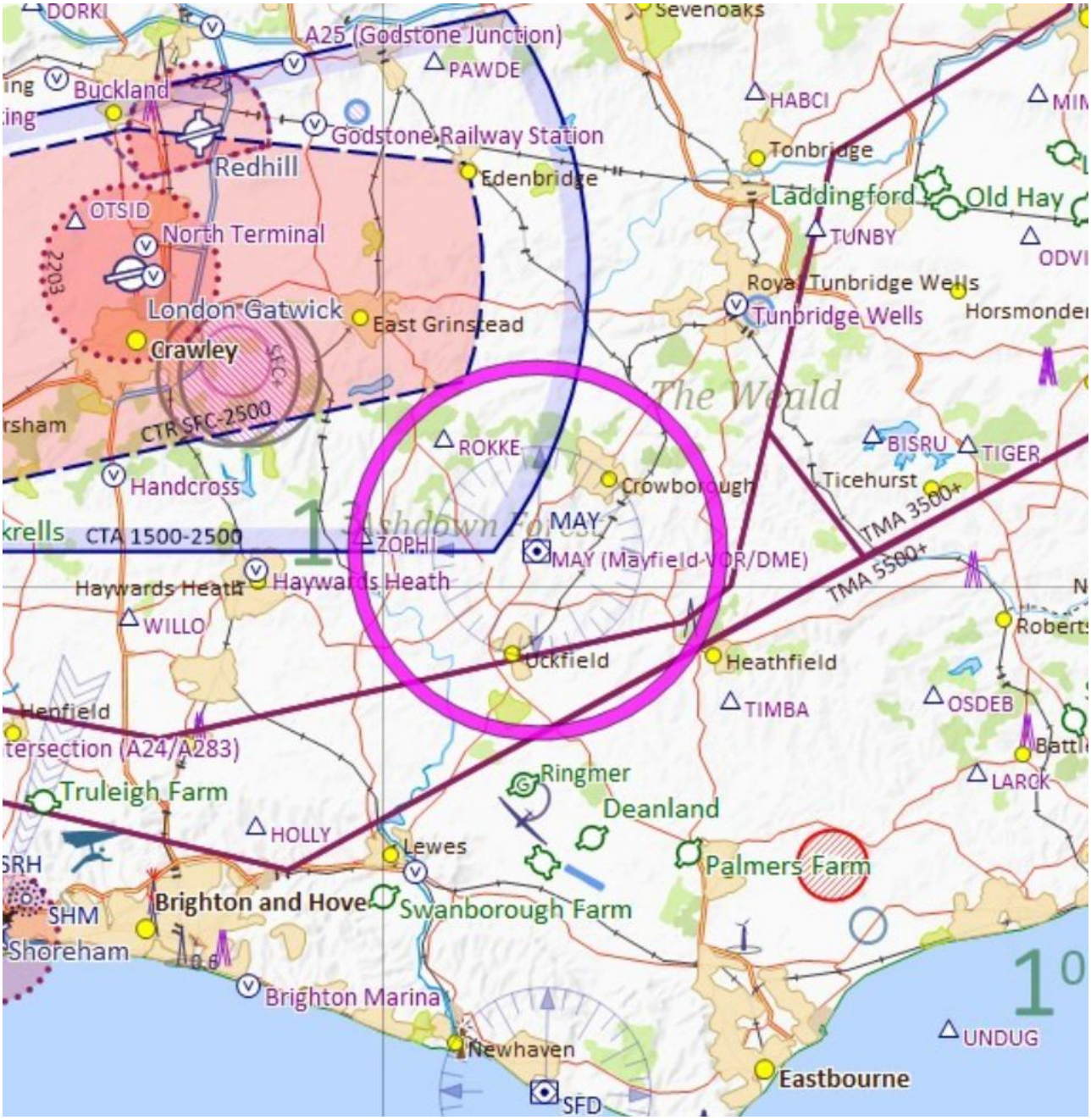


Chart 4 – Serial A4

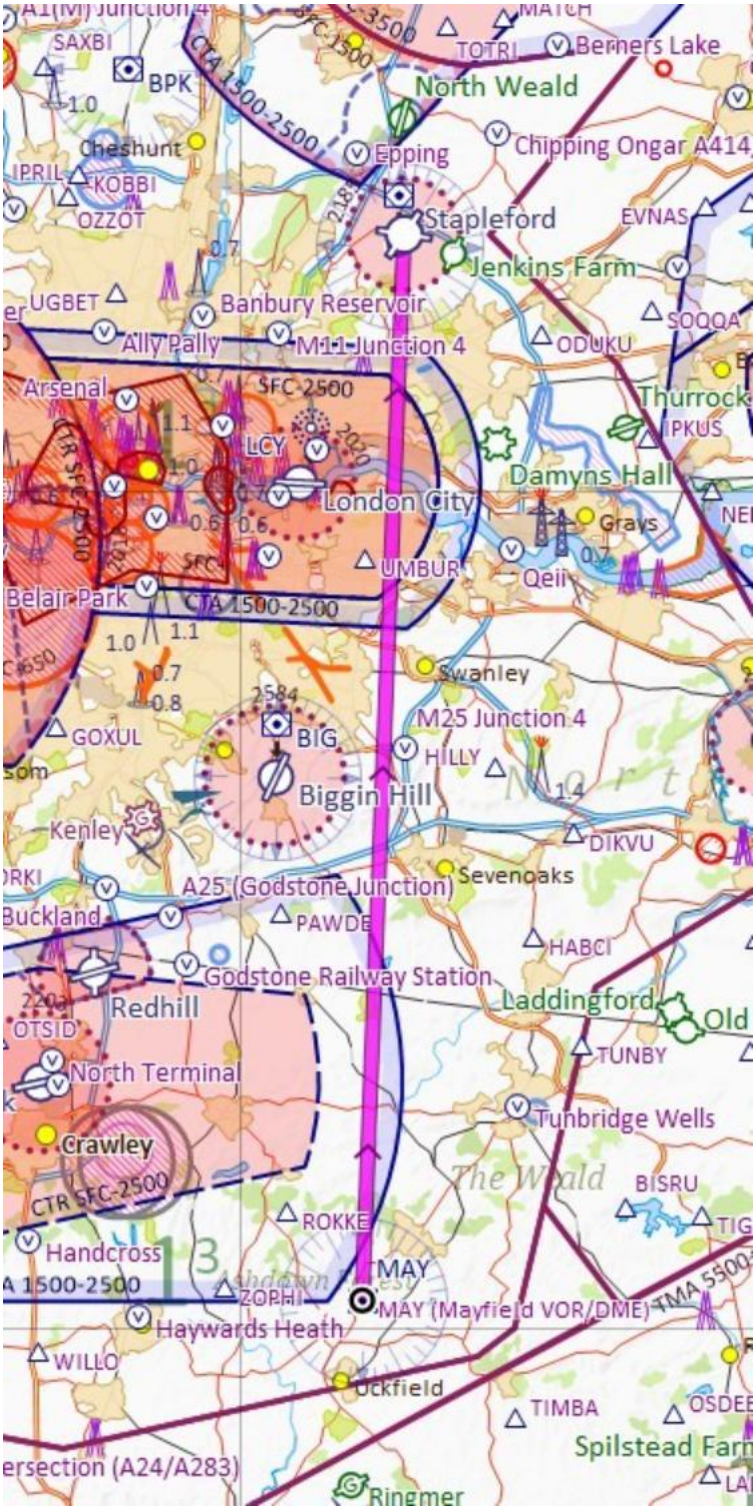


Chart 5 – Serial A5

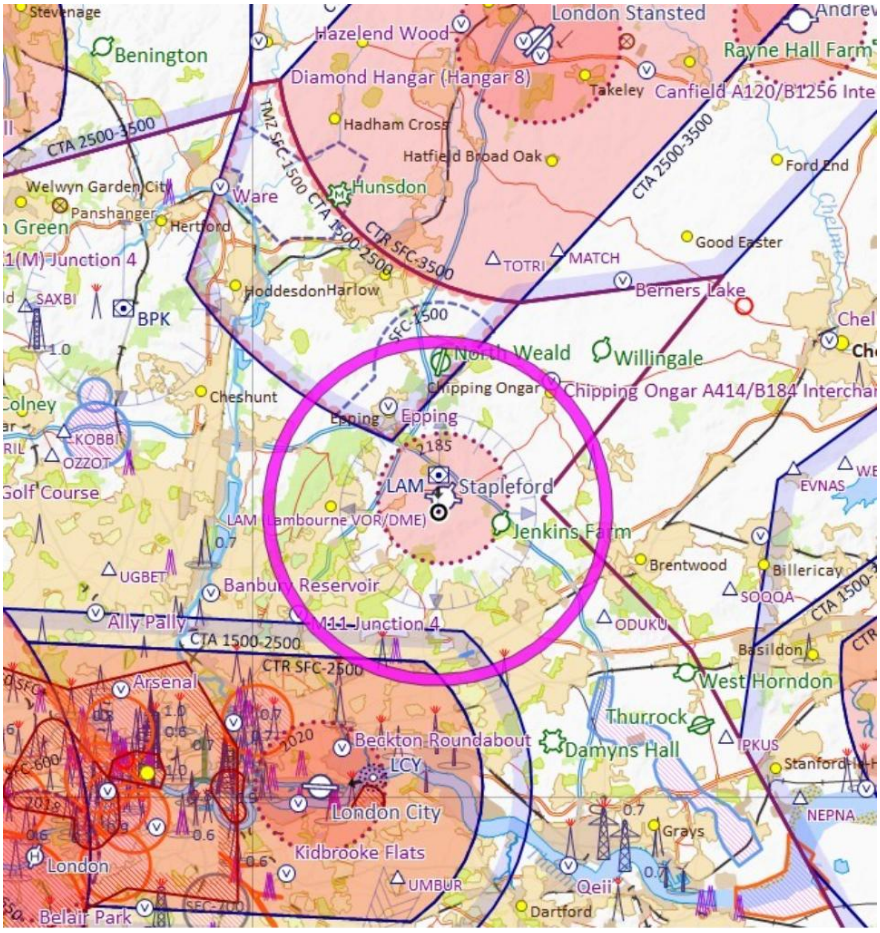


Chart 6 – Serial A6



Chart 7 – Serial A7

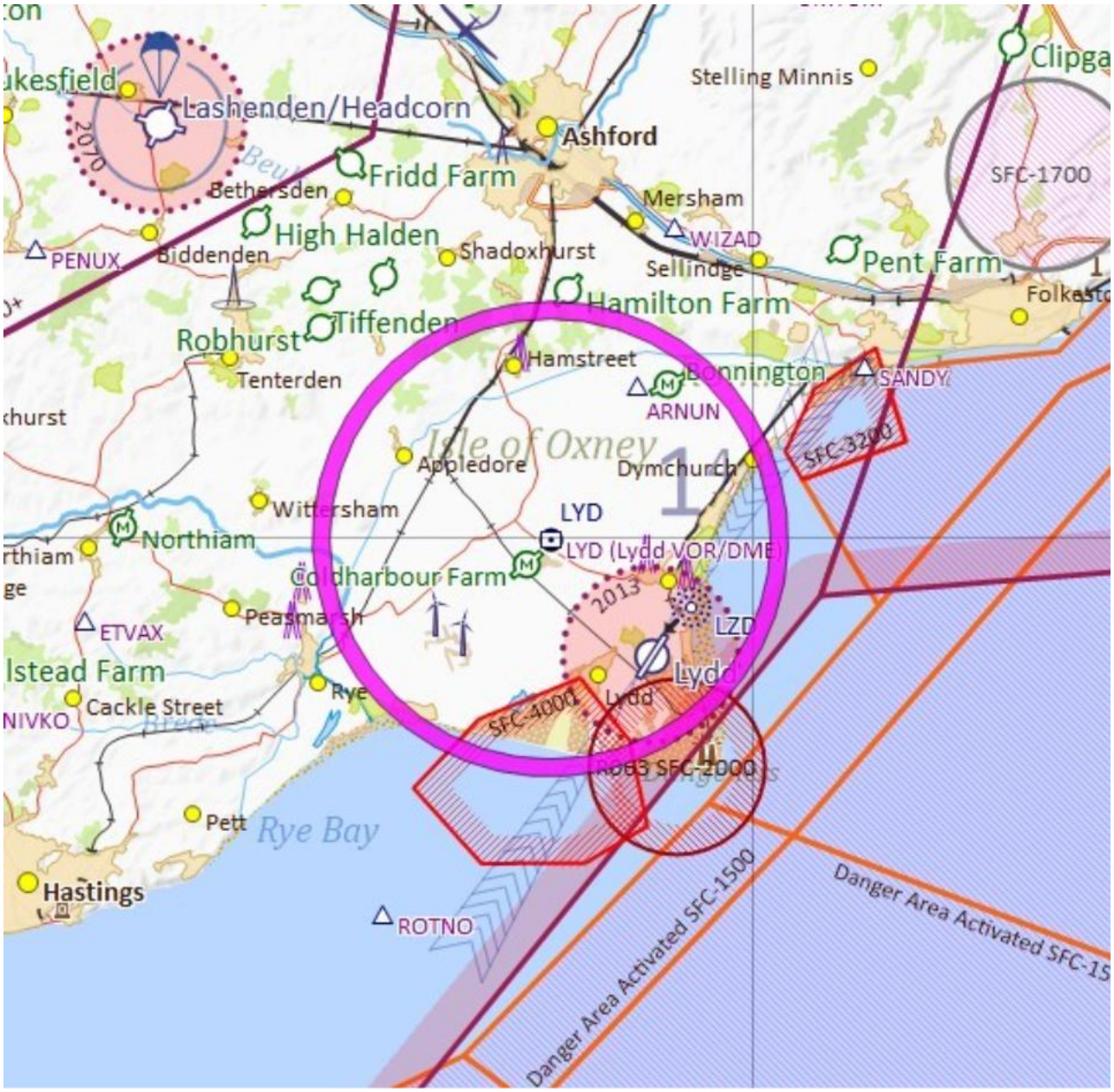


Chart 8 – Serial A8

